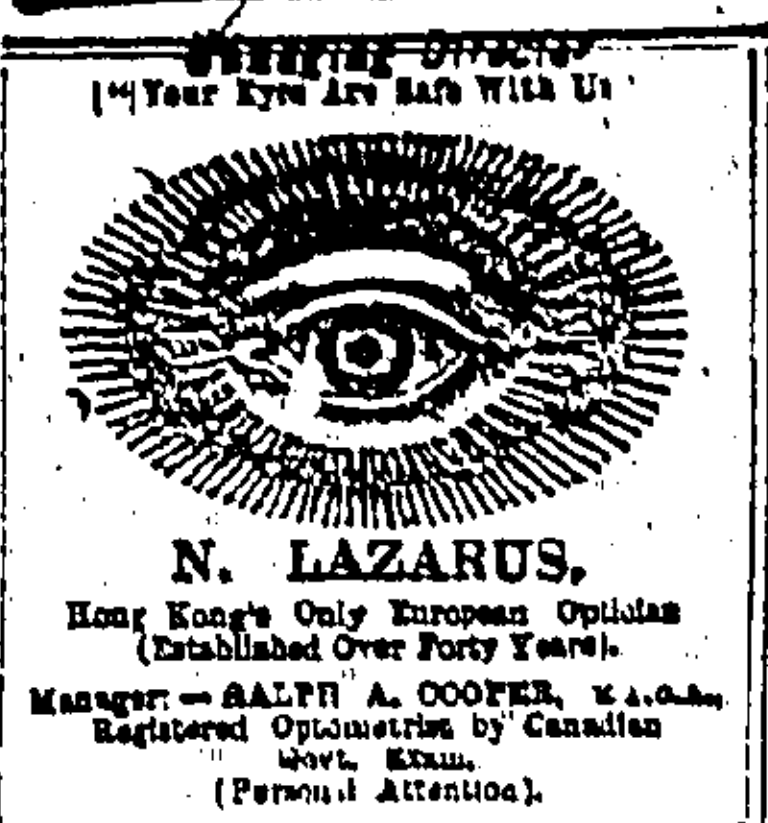


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KOWLOON-CANTON RAILWAY. TIME-TABLE.

On and after April 8th, 1929, until further Notice (all previous
Time Tables cancelled.)

UP TRAINS											
STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.
Kowloon Dep.	8.40	8.05	8.30	9.15	10.00	10.15	1.15	2.31	3.50	4.30	5.40
Yau Ma Tei Dep.	8.49	8.14	8.39	9.24	10.09	10.24	1.24	2.40	3.59	4.39	5.49
Shatin Dep.	7.01	7.26	7.51	8.36	9.21	9.36	1.36	2.52	4.11	4.51	6.01
Tai Po Dep.	7.10	7.35	8.00	8.45	9.30	9.45	1.45	3.01	4.20	5.00	6.10
Tai Po Market Dep.	7.20	7.45	8.10	8.55	9.40	9.55	1.55	3.11	4.30	5.10	6.20
Fanning Dep.	7.30	7.55	8.20	9.05	9.50	10.05	2.05	3.21	4.40	5.20	6.30
Shau Kei Wan Dep.	7.35	8.00	8.25	9.10	9.55	10.10	2.10	3.26	4.45	5.25	6.35
Shau Kei Wan Arr.	7.41	8.06	8.31	9.16	10.01	10.16	2.16	3.32	4.51	5.31	6.41
Canton Arr.	12.05	12.30	12.55	1.40	2.25	2.40	3.25	4.41	5.00	5.40	6.50

DOWN TRAINS											
STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.
Canton Dep.	8.10	8.35	9.00	9.45	10.30	10.45	1.45	3.01	4.20	5.00	6.10
Shau Kei Wan Dep.	7.17	7.42	8.07	8.52	9.37	9.52	1.52	3.08	4.27	5.07	6.17
Shau Kei Wan Arr.	7.25	7.50	8.15	9.00	9.45	9.60	2.00	3.16	4.35	5.15	6.25
Fanning Dep.	7.30	7.55	8.20	9.05	9.50	10.05	2.05	3.21	4.40	5.20	6.30
Tai Po Market Dep.	7.40	8.05	8.30	9.15	10.00	10.15	2.15	3.31	4.50	5.30	6.40
Tai Po Dep.	7.44	8.09	8.34	9.19	10.04	10.19	2.19	3.35	4.54	5.34	6.44
Shatin Dep.	7.57	8.22	8.47	9.32	10.17	10.32	2.32	3.48	5.07	5.47	6.57
Yau Ma Tei Dep.	8.11	8.36	8.61	9.46	10.31	10.46	2.46	4.02	5.21	6.01	7.11
Kowloon Arr.	8.17	8.42	8.67	9.52	10.37	10.52	2.52	4.08	5.27	6.07	7.17

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STORMY POLITICS IN INDIA TO-DAY.

INNER STORY OF DELHI BOMB OUTRAGE.

GENERAL INDIGNATION AGAINST THE "CRIME."

"A DISSERVICE TO THE GENERAL CAUSE."

[United Press.]

Calcutta.—With the end of the Assembly session and the advent of the hot weather, politics in India usually lapse into a somnolent state, but the opposite has been the case this year, and the sensational events of the past few weeks have probably aroused more interest and alarm abroad than in India itself.

The departure of the Simon Commission from Bombay, the report of the Butler Committee on the relation of the Indian Princes to the British Crown and the fight in the Legislative Assembly over the Public Safety Bill were all big and important events, but they were all completely overshadowed by the Delhi Bomb outrage which brought to an abrupt end the session of the Assembly.

A Dramatic Scene.

It was a dramatic scene that occurred in the Council Chamber. The President (Mr. Patel) was about to give his important ruling that no discussion could take place on the Public Safety Bill until after the trial of Communist leaders to "wage war against the King-Emperor" had been concluded when two bombs were hurled in the Chamber from the Strangers' Gallery. Fortunately, the bombs were native-made and of a crude type, but four members, including Sir George Schuster, the new Finance Member, who recently made such a good impression with his first Indian Budget, were injured and the House was thrown into a state of panic. The bombs were thrown by two young Indians, one from Bengal and the other from the Punjab, who were immediately arrested.

They confessed to throwing the bombs, and dropping revolutionary leaflets, and refused to make any statement before they stand their trial.

Even in extreme Nationalist circles the crime aroused intense indignation, and the perpetrators of the outrage, whatever their object, have only achieved in doing a great disservice to the cause of India's progress.

Mr. Patel's Contention. Mr. Patel had ruled against the Government on the Public Safety Bill, a measure to deal with non-Indian Communists, and had furnished the country with a Constitutional issue of first-class importance—whether or not the President of the Assembly possessed the power to rule what business should come up for discussion.

Mr. Patel's contention was that any discussion on the measure would tend to prejudice the trial of the thirty odd Communists which will shortly open at Meerut, and which is likely to furnish sensational evidence of the ramifications of the revolutionary movement throughout India.

It is admitted by all except extreme Nationalists that Lord Irwin met a grave situation in an extremely statesmanlike manner. Calling the members of the Assembly together three days after the outrage he announced that the Public Safety Bill would immediately become the law of the land by means of an Ordinance.

The necessity of such a measure has been constantly forced on the Government during the past twelve months and the bomb outrage must have supplied the final argument, but there is little doubt that had the crime not been committed the Viceroy would still have exercised his special powers to make the Bill the law of the land.

Police Still Active.

The police are still busily searching for further evidence of the existence of a revolutionary conspiracy and almost daily Red pamphlets of a particularly seditious character are being brought to light.

A recent example is another letter from the "Hindustan Socialist Republican Army" received by a Delhi editor; who is urged "to tell the bleeding millions of India not to be discouraged as the day is about to dawn when none will be called master."

"With faith in Providence and in strength of their arms" they would attain a status of equality. "They should wait for a world

upheaval and a coming revolution when no Imperial powers would be able to check their progress."

"We soldiers of freedom would show the Government what it was to oppress one of the oldest nations of the world." The letter adds that none should be surprised if love for freedom and humanity "led to some bloodshed."

In the Name of Humanity.

The writer next assures the Government in the name of humanity that all the Meerut prisoners were innocent, but "this act of the Government is forcing us to shed human blood. All is now useless as the torch has been applied to the gun-powder. Long live Revolution!"

Such is the propaganda spread among India's illiterate masses, and it would indeed be surprising to discover any responsible political leader at the back of the movements. The promulgation of the Public Safety Ordinance was, as expected, regarded by the extreme Nationalist Press as a grave menace to the Nationalist movement.

"As for the new weapon," says the *Amrita Bazar Patrika*, published in Calcutta, "in the armoury of the Government, it is better that it has had to be obtained by them through the agency of the Governor-General independent of the Legislature; constituted as the latter body is, it is almost sure that had the Public Safety Bill been proceeded with, it would have been passed with the help of the officials and their faithful henchmen."

"That would have had the effect of misleading the uninformed world opinion and giving an opportunity to the Government to parade the vote of the Assembly as the voice of the country. This they will now be precluded from doing."

"The real nature and character of the rule in India will be on the other hand apparent to everybody, showing how enormous powers over the freedom and property in India have been assumed by the Government without even so much as a show of consultation with the representatives of the people."

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Diary of Coming Events.

To-day. (June 12.) Tennis:—Mixed Doubles: Recreation v. Craigengower, Chinese R.O. v. University, Kowloon Bowling Green v. Ladies' R.C. Queen's Theatre: "Riley the Cop." World Theatre: "The Divine Woman." Star Theatre: "The Garden of Eden." Tea Dances: H.K. Hotel and Peninsula Hotel, 4.30 p.m. Dinner Dance: Peninsula Hotel, 8.30 p.m.	
Friday. (June 14.) Queen's Theatre: "The Wind." World Theatre: "Drums of Love." Star Theatre: "Don Juan." Tea Dances: H.K. Hotel and Peninsula Hotel, 4.30 p.m. Dinner Dance: Peninsula Hotel, 8.30 p.m.	
Saturday. (June 15.) Golf: Bogy Pool, Fanling. Lawn Bowls: Division I: Kowloon Dock v. Craigengower, Kowloon C.C. v. Kowloon Bowling	
Sunday. (June 16.) Green, Police v. Recreation, Civil Service v. Taikoo. Division II: Taikoo v. Yacht Club, Craigengower v. Kowloon C.C., Recreation v. Civil Service, Kowloon Bowling Green v. H.K. Electric. Tennis:—"A" Division: M.B.K. v. Recreation, Indian R.O. v. Hong Kong C.C., South China v. Craigengower, University v. Kowloon C.C. "B" Division: Kowloon C.C. v. Indian R.O., Y.M.C.A. v. Recreation, Nippon v. R.E. and R.S. "C" Division: R.A.O.C. v. South China, R.E. and R.S. v. Craigengower, Civil Service v. Recreation, Indian R.O. v. Chinese R.C. Queen's Theatre: "The Wind." World Theatre: "Drums of Love." Star Theatre: "Don Juan." Tea Dances: H.K. Hotel and Peninsula Hotel, 4.30 p.m. Dinner Dance: Peninsula Hotel, 8.30 p.m.	

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THE PRINCIPLE OF AMALGAMATION.

ITS EFFECT ON THE MOTORIST.

If the British motorist had the sturdy commonsense with which he is generally credited, together with the ability to perceive what is genuinely to his own interest, he would not hesitate to agree that one of the most important motoring developments of the year 1928 was that which was announced last December, namely, the amalgamation of the Hillman, Humber, and Commer concerns. A fusion between the two latter had been already in existence for some years.

Now, as a matter of fact (or so it seems to me from conversations that I have had) a considerable section of the motoring public fails to appreciate what such a co-ordination of interests means to themselves, and regards this sort of development from quite the wrong angle.

Co-Ordination of Effort.

One man suggested to me that if other groups of firms followed the Hillman, Humber, Commer example, the time would come when he would only have about six different cars to choose from, and then later all the amalgamated groups would get together, put up their prices, and duly hold him up to ransom.

My answer to that extraordinarily nonsensical outburst was to recommend him to take a brief glance at what has been happening during the last few years in the motor manufacturing industry of the United States. Here, he would quickly see, amalgamation schemes of the most gigantic order have been carried out, with two very conspicuous results: (1) There have been just as many, if not more, cars for the public to choose from; (2) prices have gone down and quality has gone up.

Thus we are instantly brought face to face with the proposition that, if co-ordination of effort and control can lead to this result, it must without delay be adopted as their guiding policy by those British car constructors who mean to exploit the Dominion and Foreign markets.

That was undoubtedly one of the reasons which impelled the three great British firms I have named to form themselves into a single, united, entity.

Employment.

And it is something of which the British motorist ought to be glad. If more British cars can be sold abroad the cars which the British motorist buys for his own use will be progressively better and cheaper. His countrymen will have more employment, and the demand which rates and taxes have upon him will be influenced in the right direction.

There is another point too. Recent experience has shown that the British firms which design their cars with an eye to Overseas demand, make the best cars for use at home. But of that point I will write another time, for it deserves an essay to itself.

"Levelling-Up."

Too true it is that when a staff of engineers work together for years on end they are apt to get into the state in which they cannot see the wood for the trees. We will suppose that the A car has a distinctly stiff steering—in fact, always has had. The A people do not notice it, because they have got used to it. Also they are largely unacquainted with the B car, which has a beautifully light steering.

The B car has always had a brutally difficult gear change. But the B people are now inured to it and will not admit its faults. They do not realise that the A gear-change is a miracle of ease.

What is the result? There is a friendly duel of criticism and counter criticism, and very soon the stiff steering of A and the bad gear box of B are

(Continued at foot of next column.)

30,000,000 AUTO- MOBILES!

WORLD'S DAILY TRAFFIC.

POSITIONS OF THE NATIONS.

[United Press.]

Paris.—Over the six million odd miles of roadways of the world about 30,000,000 automobiles and other motor vehicles run nearly every day. This may be deducted from the figures published here by the International Chamber of Commerce showing that there are 30,647,756 motor vehicles in regular use in forty-one countries.

At the top of the list is the United States with 23,251,674 such vehicles, Britain being second with 1,817,732. In the United States there are approximately 3,000,000 miles of roads, in the United Kingdom nearly 300,000 miles, according to the figures.

Progressive Australia.

The motorists of France come third in the list, far outstripping her nearest rivals Canada and Germany. The French have 1,208,847 machines, compared with the Dominion's 557,108 and Germany's 707,968. At one time Germany led France with autos, but recently the French have become motor mad and money which the head of the family once frantically saved for the "dot" for his daughter's marriage now often goes to satisfy the family's craving for a car.

Progressive Australia comes sixth in the list with a total of 507,704, then comes the Argentine, easily the most motor-minded of the South American Republic. She outstrips even Italy, since she owns 208,047 vehicles against 233,149 in Italy. Then comes Spain, which though far from being a motorist's paradise from the point of view of roads boasts 194,200 autos, making her the ninth country in the world in order of motor-mindedness. New Zealand has 169,286 vehicles while other figures are:—

South Africa	133,800
Holland	119,000
Denmark	105,900
Belgium	120,000
Brazil	136,800
Sweden	144,872
Switzerland	55,976

Russia's Position.

Soviet Russia has only 25,833 autos spread over its many millions of square miles of territory, which surely indicates that traffic blocks in the Soviet Union must be unknown. Mexico has 57,657, Japan 72,995, while China and Chile are a close pair with 21,500 and 23,432 respectively.

Lithuania comes at the tail of the Chamber's list with 1,812 vehicles, ranking after Bulgaria, 2,108, Estonia, 2,183 and Lettonia 2,597. The list does not include Albania, Abyssinia or Persia, which probably would tie for place in the western hemisphere as the country with the least number of autos. Turkey has 7,400.

In length of roads, Russia comes after the United States with 688,416 kilometres then Canada with 675,400 kilometres, then Australia with 576,000. Egypt has the smallest road area with 5,344 kilometres, maybe 3,000 miles.

A third table given the amounts paid in various forms of taxation each year by the various countries, giving a grand total of \$1,255,515,674. Although the British Isles possess less than a twentieth of the number of automobiles owned in the United States, her population pays annually an eighth of the amount paid by Americans in taxes. Thus the United States motor budget is \$800,373,652 and that of Britain \$180,000,000. France and Germany rank next with respective figures of \$94,000,000 and \$50,209,000.

things of the past. Here is a substantial betterment achieved without cost to either party. It is simply a sharing-out of valuable information.

In matters of administration, service organisation, and so forth, organisations can learn a lot from each other, and the combination means not a levelling-down in efficiency but very certainly a levelling up. ("Victor" in Modern Motoring.)

MOTOR NOTES

MOTOR RACER'S PERIL. ITALIAN VICTORY IN 24-HOUR CONTEST.

The excited crowds which watched Signor Ramponi win the "Double Twelve" motor-car race, with an Alfa Romeo at Brooklands after a desperate struggle for hours on end with the British Bentley, driven by Davis, and Sir R. Gunter, little realised that the gallant Italian had narrowly escaped death at the most critical stage of the race.

Both motor-cars were dead level at the twenty-third hour, and it was a moment or two before, just as Ramponi was approaching the steep banking at the end of the straight, that a stone fell up from the track and shattered his windscreen to fragments, some of which struck and broke his goggles. Temporarily blinded and cut by glass, the driver momentarily lost control and skidded perilously towards another motor-car, their running boards grazing each other, but by a masterful effort Ramponi was able to steer clear, and forged ahead with greater determination.

Britain's misfortune followed. Davis, running neck and neck with the Italian, was suddenly signalled to return to the pits by an official, because his bonnet strap was loose. That delay probably cost us the race, for when the result was announced, it was learned that the Italian had won by only two and a half minutes.

The last hour was a hectic one for Davis, who had been warned that the tread of one of his tyres was badly worn, but a change of tyre would have made defeat certain, so he decided to carry on, and lapped at eighty-seven miles per hour for a long period with the risk of his tyre bursting at any moment.

France won the third place with a Salomon, and another Alfa Romeo gave Italy the fourth place.

THE MONTE CARLO RALLY.

The annual Monte Carlo Rally has come to be regarded as a very strenuous performance at the best of times, but this year's event was marked by exceptionally severe road and weather conditions. From whatever point the competitors started on their long run to the Riviera, snow, ice and fog were common obstacles which made rapid travel exceedingly dangerous. Out of the original entry of 93 cars, only 24 were successful.

Talbots were conspicuous among this number. Miss Kitty Brunell, the youngest competitor, drove a standard 14/45 h.p. Talbot, fitted with a special Weymann Sunshine Coupé and, in addition to completing successfully the exacting journey from John O'Groats, won the Originality Prize and took third place in the 600 cc. class in the Mont des Males Hill Climb.

In order to appreciate fully the merits of the achievements it must be remembered that the Talbot's 6-cylinder engine has a capacity of only 1,600 c.c.

Incidentally, Madame Schell and Mr. Pommer each drove their Talbots from Berlin and won high merit marks.

THE FASTEST YET.

There is no gainsaying the fact that by showing the world that Great Britain is capable in the land of haste of travelling faster on land than the proverb of any other nation can approach, a very definite mark has been set upon the ability of our engineers, the skill of our craftsmen and the grit and determination of our countrymen.

Already it is common knowledge in the motor-car industry that Segrave's triumph has had a most satisfactory effect upon the prestige of the British car overseas. Similar prestige surrounds the British motor-cycle when it succeeds where others have failed or when it performs some singularly spectacular and praiseworthy feat, such as the recent 23,000-mile endurance test.

At the moment *Motor Cycling* feels that there are more motor-cycle speed records held by foreign-made machines than is altogether healthy, and it sincerely trusts that the coming season will witness the return of many of them to Britain.

TRIUMPH TANKS.

Triumph enterprises now makes it possible for every owner to add a touch of individuality to his mount. It will be recalled that the Triumph Company Coventry have for 1929 standardised black tanks with sweeping sage-blue side panels edged with gold lining, to which their new type of transfers add a finishing touch. We now learn that this famous Company have introduced no fewer than twelve alternative colour schemes which are available for all their models, with the exception of the lightweight—extra charge if supplied with a new machine. Thus, new life and colour will be added to Triumph motoring.

ITALIAN ROYAL TRAIN. "FINE PIECE OF WORK."

The railway section of the Fiat Company recently delivered to the Italian State railway a new royal train, the greater portion of which had been built by them. This is the first royal train to be constructed entirely in Italy by Italian labour and is a fine piece of work doing justice to the artistic reputation of the country.

Of the four coaches comprising the train, three have been built in the Fiat railway department. They comprise a coach for the King, a coach for the Queen, and the dining saloon. Externally, there is little beyond the royal coat of arms on the panels to indicate that this is anything more than an ordinary international train. The steel panel coaches are 29½ feet long and 8½ feet wide and are fitted with several kinds of braking systems and lighting equipment so that they can be run over any European railway system.

The interior of each compartment has been lavishly and artistically decorated, all the tapestry, carpets and leather panelling being entirely hand worked. The predominant colours are blue, yellow and ivory. Each coach contains a small vestibule, a sitting room, a bed room, toilet compartment and cabins for members of the King's personal suite.

The dining saloon contains a massive 20-foot table. The ceiling is decorated with the Royal coat of arms and the armorial bearings of the principal Italian Orders of Chivalry, intermingled with designs of fruit and grain, signifying abundance and prosperity. There is telephonic communication throughout the train, as well as a system of electric bell calls.

TEAM PRIZE WON.

In the fourth annual reliability test from Tunis to Tripoli, a distance of 472 miles, which had to be covered at high average speed, a Fiat 500 driven by Mr. Cureure, of Tunis, won first prize in its class by covering the distance in 11 hours 11 mins. 29 secs., or at an average of just over 40 miles an hour. The two other Fiats entered for the contest finished third and fourth, thus capturing the team prize as well.

BIG ARGENTINE RACE. VICTORY FOR STUDEBAKER.

That automobile racing in Argentina is vying in popularity with football, the country's national game, is apparent by the widespread interest attendant on the many races that have been planned for this year. In past years custom in this South American republic has decreed that the driver winning the various races receive wide recognition for his skill in piloting his car, while the automobile itself was secondary.

With the increased number of American automobiles in Argentina each year, public laudation is rapidly turning to the merits of cars that are capable of standing up under the strenuous tests that are necessary to successfully finish these events.

One of the most prominent races held so far this year was the Grand Premio Standard. The run was a round-trip between Buenos Aires and Mar Del Plata, a fashionable seaside resort. Only strictly stock model cars were permitted to participate in the 540-mile run. Miguel Vigniano, driving a Studebaker President Eight, was awarded first place in this popular event. Studebaker cars first attracted attention over the route between Buenos Aires and Mar Del Plata, when an Erskine Six established a new record for the course. Although the run was not under official observation, wide attention was attracted when the Erskine delivered Buenos Aires morning papers in Mar Del Plata nine hours earlier than the scheduled time.

The Erskine's average speed of more than 37 miles per hour over the muddy roads, drenched with heavy rains, was heralded as a miraculous feat for both the driver and the automobile.

HOLLAND BUYS BRITISH.

It is satisfactory to learn that a fleet of Morris-Commercial vans has been supplied to the Dutch Postal Authorities.

The contract was only secured after the authorities had experimented with several makes, Morris-Commercials being finally selected because of their reliability and low running and upkeep charges.

WILLYS KNIGHT CARS & TRUCKS.

SHOWROOM "DURO" MOTOR CO., LTD.
SERVICE STATION NATHAN ROAD, KOWLOON.
DISTRIBUTORS:—GILMAN & CO., LTD.

SOME SPEEDSTERS! 120 M.P.H. ROADSTERS.

[United Press.]

New York.—Standard built pleasure cars which will run at a speed of 120 miles an hour on the public highways will be a commonplace thing in the United States within the next ten or fifteen years, according to Dr. John A. Harris, president of the Broadway Association, speaking before a group giving a luncheon in honour of Major H. O. D. Seagrave, British sportsman.

Roads segregating slow and fast traffic will have to be built to allow such high-speed driving, he said, but expressed confidence by that time, the highways of the United States would be of the kind to allow such speed.

THORNYCROFT'S KEEPING BUSY.

The regular influx of orders for different types of Thornycroft motor vehicles was boosted up to good purpose during one week recently, when contracts were placed for a fleet of 70 2-ton chassis by one large company already running a fleet of Thornycrofts, another for 30 omnibus chassis by the Overseas Motor Transport Co., Ltd., and one for 11 30-cwt. chassis by the L.N.E.R. Railway.

During the same week orders arrived from overseas calling for shipments of various types of Thornycroft chassis to Singapore, Holland and South Africa, the latter for a fleet of 3-ton rigid six-wheelers.

MOTORING FINE ON A GIRL OF 15.

"HIGHLY INTERESTED IN CARS."

Miss Valerie Medina, aged fifteen, was fined 40s. at Chertsey Police Court for driving a motor-car when under age, and her father, Mr. Joseph Medina, of The Mount, Egham Hill, the owner of the car, was fined 210 ss. for aiding and abetting her.

Police Constable Laws said that Miss Medina, when driving a motor-car, knocked a man down on the causeway at Egham.

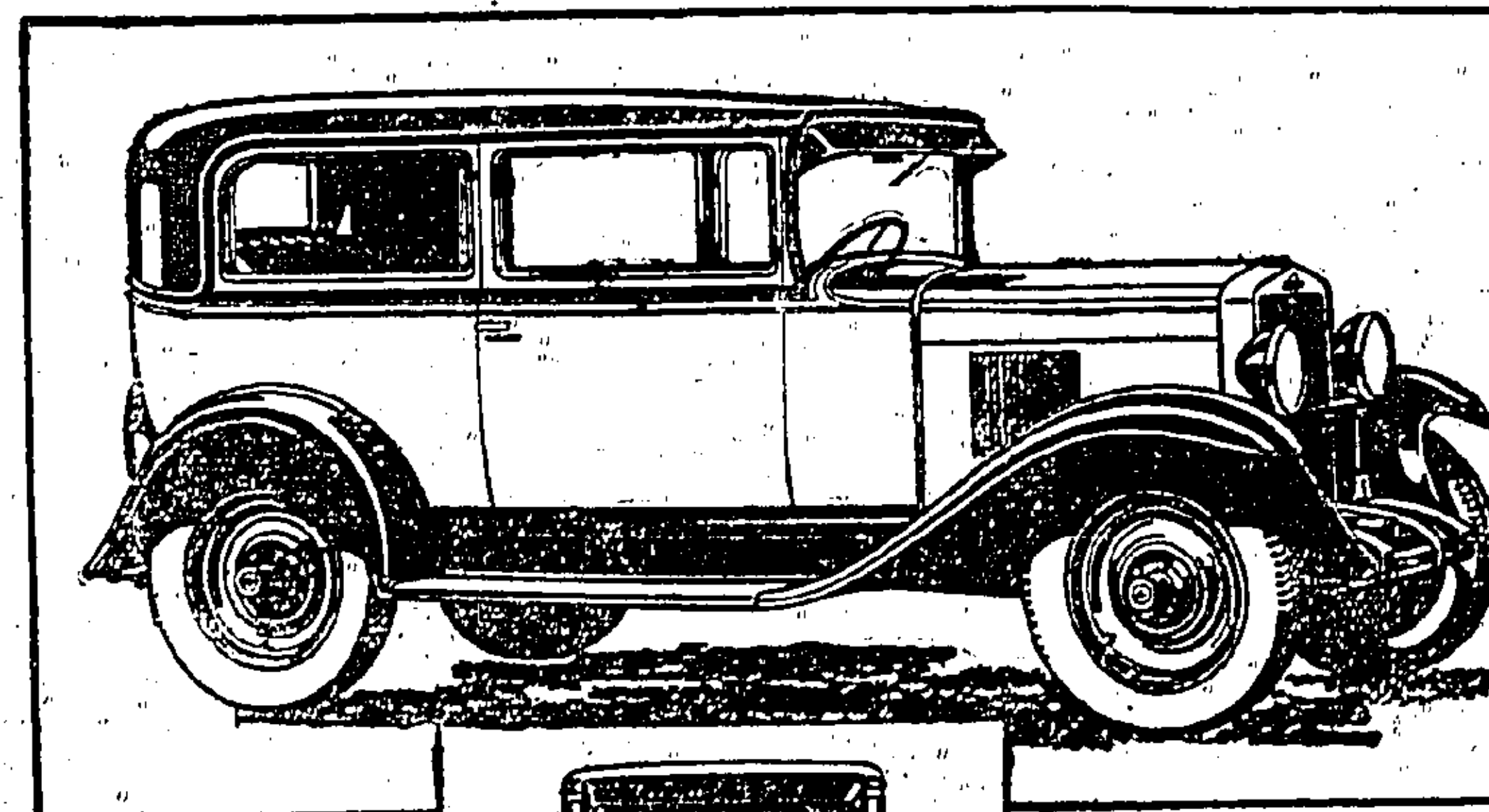
Miss Medina explained to him that three men were riding cycles abreast, two having no red reflectors. She struck the one on the extreme outside and pulled up immediately.

It was stated for the defence that Miss Medina could drive exceedingly well and was highly interested in cars. She was familiar with the working of a car and, although unable to drive legally she was perfectly competent to do so. Mr. Medina had been ill in bed, and did not know his daughter was out with the car.

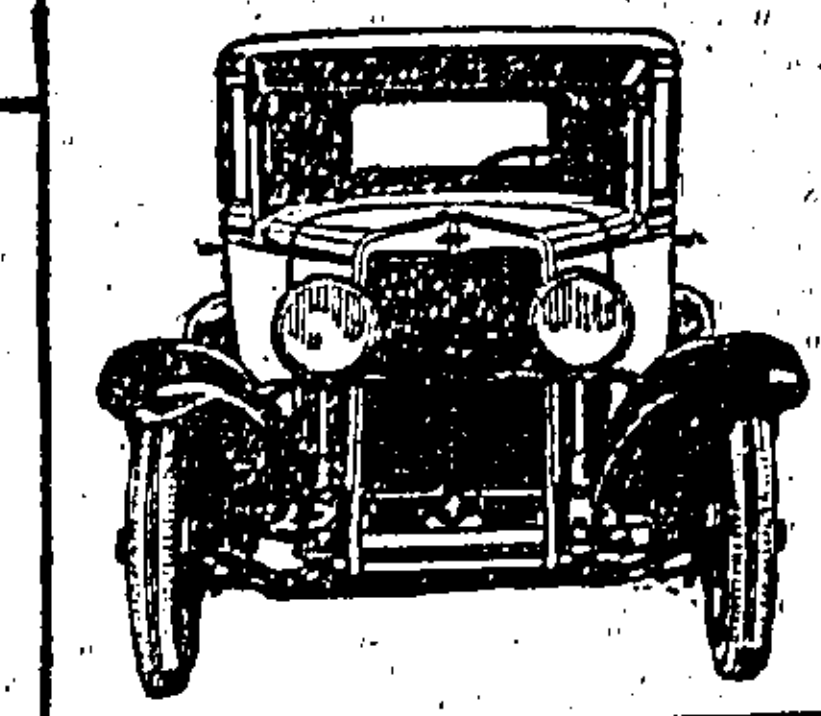
SCRAPPING THE TRAMS.

Some time ago Hasting Corporation, Sussex, decided to scrap their trams and to replace them with Guy six-wheeled trolley buses. Up to a few weeks ago they had 43 double and single-deck trolley buses in operation; they have now sent to Guy Motors, Ltd., a repeat order for 10 of these trolley buses.

You'll admire the BEAUTY of the NEW CHEVROLET



Four Door Sedan ... H.K.	\$1,960.
Tourer ...	1,580.
Roadster ...	1,580.
1½ Ton Chassis ...	1,510.



The Outstanding Chevrolet
of Chevrolet History.

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The New Chevrolet Coach Upholstered in Blue Corduroy.

When people who are accustomed to the finer things of life see the New Chevrolet, they appraise its value much higher—because it seems almost unbelievable that such beauty could be provided at such low cost.

Have you seen the seven beautiful models of the New Chevrolet? We invite you to visit our showrooms.

MOTOR NOTES.

THE JUNIOR "T.T."

F. HICKS UP.

LONDON, June 10.

The Junior Tourist Trophy Race which was run off at the Isle of Man on Monday was won by Mr. F. Hicks, riding a Velocette.

Hicks completed the journey of 304 miles in 3 hours, 47 minutes, 22 seconds, an average of about 69 miles an hour.

Velocette.

Hicks' win on a Velocette makes this machine almost unapproachable by any of its own class. Last year, the Velocettes took first and second place in the Junior Race; while this year's time beats that of the Senior record. The Velocette holds nearly all the important World's records for 350 c.c. machines.

Hicks' win in this strenuous road race has aroused considerable interest for he is essentially a trackman. He first entered for the T.T. races last year and came in fifth on a Velocette. He also won the recent 200 Miles Side-car Race at Brooklands, where he is acknowledged as the Champion of his class.

This year's wins in the big races of the World for the Velocette include the South African T.T., the Australian T.T. and an important Irish Road Race. Truly a remarkable machine.

Today's Race.

To-day, the Lightweight Race will be run over the Isle of Man circuit and great things are expected from the little 250 c.c. engines. The existing record lap stands at 64 m.p.h. and there is every possibility of this record being broken.

On Friday, the Senior Race (500 c.c.) will take place. There will be a hard tussle between the Sunbeams (last year's winners), Norton, Rudge and A.J.S. The T.T. Races are acknowledged the Blue Riband of the Motor-Cycle Racing World.

THE CHEAPEST CAR IN THE WORLD.

The Rolls-Royce Bulletin contains a letter from a Madrid owner:

"I have spent a few days witnessing the last touches being given to my chassis and have been truly impressed with the skill of the mechanics, electricians and all those who have taken part in the repair. At my request they dismantled various parts with the object of showing me the mechanism, and if hitherto I have looked upon the Rolls-Royce as the best car in the world, after seeing the care with which its various parts are fitted, I do not wonder at the fame achieved, and consider that it is the cheapest car in the world."

LAW OF THE NUMBER PLATE.

MOTOR REAR LIGHT TEST CASE DECISION.

A test case of interest to motorists was decided by a King's Bench Divisional Court, when the judges allowed the appeal of the superintendent of police at Darwen, Lancashire, against a refusal of the Darwen magistrates to convict Mr. Norman Marsden Entwistle, of Bolton Road, Darwen, for an offence under the Road Vehicles (Registration and Licensing) Amendment Regulations 1928.

The offence was driving a motor-car at night without having the rear number plate illuminated so that the numerals and letters might be identified.

Mr. Ralph Eberton, who argued that the bench should have convicted Mr. Entwistle, said that he had a rear lamp on his car which showed a red light, but it did not illuminate the number plate.

Justices' View.

The justices held that the regulations made by the Minister of Transport under powers given to him by section 12 of the Roads Act 1920 were *ultra vires* because they were revoked by section 11 of the Road Transport Lighting Act 1927. Mr. Eberton contended that under the regulations there must be two kinds of rear lights. A red one to show where the car was, and a white one to illuminate the number plate.

The Court ordered the justices to convict Mr. Entwistle of an offence.

Lord Hewart said the Act of 1927 revoked all powers given to local "or other authority" to make regulations about the lighting of motor-cars. It was suggested that the words "or other authority" included the Minister of Transport, but he could not agree with that. It was plain that the Act gave the Minister powers to make all sorts of regulations.

56 M.P.H.

During speed trials organized by the Geneva section of the Automobile Club of Switzerland, at the time of the Geneva show, a Fiat 500 running in the 1,100 to 1,500 c.c. section, and driven by Mr. Scheibler, covered the standing kilometre in 40.8 seconds, or at an average of about 56 miles an hour. By this run the little Fiat defeated several supercharged cars and made faster time than the winners in the next two larger classes.

LADY POWIS' FEAR OF MOTORING.

DEATH CAUSED BY COLLISION SHOCK.

The motoring accident which caused the death of the Countess of Powis was described at the inquest at Towcester, Northamptonshire, when the jury returned a verdict of "Death from shock resulting from collision with a skid and the bad state of the road."

They exonerated both drivers from blame. Lord Clive said that the countess, his mother, was sixty-two, and she had been seriously ill during the last two years following an operation for appendicitis. She was nervous and afraid of motoring accidents.

Chaufeur's Evidence.

Sidney Mills, a chauffeur in the employment of Lord Powis, stated that he was driving Lady Powis from Welshpool to London, and about a mile south of Towcester his car skidded. He righted it, but it went into another skid, and ran into a motor-car travelling in the opposite direction.

He had not seen this car approaching, his view being obstructed by a motor-coach in front of him. The countess was taken ill after the accident, and she was attended by a doctor in a lodge, where she had been carried.

John Paviour, a roadman, stated that the road was greasy.

Christopher Frank Hammond, a car tester, of Coventry, said that he drove on the grass at the side of the road and applied his brakes hard in an attempt to avoid a collision. His own speed would be twenty-five miles an hour.

GUY 6-WHEELED WAGONS FOR NEW ZEALAND.

Guy Motors, Ltd., of Wolverhampton, have just shipped some of their six-wheeled chassis fitted with hydraulic operated end tipping apparatus to Auckland. Transport users in New Zealand are enthusiastic in their praise of the qualities of these Guy six-wheelers, which are ideally suited for heavy haulage under trying conditions.

RELIABILITY TRIALS.

First two places were won by Fiat 500 machines in the difficult annual reliability trials held by the Varese (Italy) Automobile Club. The winning car was driven by Mr. Modia Santa, while the second machine home was piloted by Mr. Mario Mazzero. A rather ancient 501-wheeler was skilfully by Mr. Villa Enrico that it won first prize in the second class and having lost fewer points than any of the others was also accorded a special prize for reliability.

A FULLY-EQUIPPED FIRE ENGINE.

THE DENNIS "G" TYPE.

Their plausibility on paper, and their utility in action, have many times brought ridicule to the proposals of theorists, while the eminently practicable and effective measures advocated by experienced persons achieve their ends so unobtrusively that they often pass unnoticed.

It is the manufacturers' practical knowledge of Fire Brigades' requirements that largely accounts for the popularity of Dennis appliances. One finds the machines equipped with all the essentials for their work, and devoid of useless "trimmings" that may seem impressive to the layman's eye, but are, to the Fire Chief, what fret-work would be to an engineer.

The bare essentials of a fire engine are an engine and mechanism for propulsion and for driving the pump; the pump itself; accommodation for the men and for their equipment; while a lighting outfit for night travelling is required by law, and "Audible warning of approach" is given by the familiar bell in addition to a horn.

Experience Counts.

Anyone with a grain of imagination could extend this list to cover additional details innumerable, but only intimate knowledge of fire work can extend it to useful limits.

This is where the experience of those responsible for the Dennis productions is of advantage.

Within recent months Messrs. Dennis Bros., Ltd., who were the first successfully to adapt the turbine pump to fire engines, have placed on the market a new engine whose standard equipment goes far beyond what is customary and makes this machine a very valuable acquisition, even to the Brigades of our largest cities.

Known as the "G" type, this model has a pumping capacity of 250-300 gallons per minute, and the chassis is a thoroughly up-to-date pattern incorporating a low load-line, and servo-operated 4-wheel brakes; it is shod with pneumatic tyres.

The Equipment.

The equipment may be classified under the headings—(1) For use when travelling. (2) For use when preparing for action. (3) For use in action.

1.—Road lighting is given by a pair of head lamps, a pair of side lamps and a tail lamp, supplemented by a fog lamp; a green traffic lamp is mounted on the dash, and all, together with the remainder of the electrical equipment, operate on a 12-volt circuit with battery and dynamo, which also feed the self-starter and electric horn. The 10-inch fire bell is of polished brass and mounted in a convenient position. Twin bars of bright steel constitute the bumper, which is situated at the forward end of the frame. The instrument board, which is mounted on the dash, carries a clock speedometer, mileage-recorder, ammeter and switches, and is clearly illuminated by a heel-board lamp so placed as not to interfere with the driver's vision.

2.—The pump being at the rear of the machine, it is generally more convenient to reverse into the best position for obtaining water, and for this purpose, a special lamp of 18 c.p. is mounted at the back, being controlled by the driver. Four lengths of suction hose, totalling 30 feet, are carried in the side boxes, the coiled delivery hose being in the main part of the body, which is automatically illuminated on being opened, a provision that is of great benefit.

3.—Within a few seconds of the arrival of the engine on the scene of action, the first-aid apparatus may be put into operation. A copper tank of 35 gallons capacity feeds the main pump which delivers the water through 180 feet of hose normally carried on the hose-reel at the rear, from which it can be speedily run off. If desired, the first aid may alternatively be supplied by a street hydrant. Two chemical extinguishers are carried, moreover, one each of the soda-acid and the foam types, the latter being for use when dealing with ignited petrol, oil or other inflammable liquids, and the former for general purposes. The ladder is telescopic, in two sections, and extends to 30 ft., which is sufficient to reach the roof of an average 3-storey house.

The Dennis "G" type is thus shown to be replete with a full equipment, such as meets the needs of practically any Brigade, while there is a complete absence of any useless fittings.

It is interesting to note, as evidence of the widespread usefulness of this new model, that while it fulfils the requirements of the small town of Wotton-under-Edge, in Gloucestershire, the City Brigade, Glasgow, where there are already installed 10 Dennis fire-fighting machines, has taken 3 more of the "G" type, and other examples of this model have been shipped far afield, to South Africa, India and Australia.

BAD STARTING CURES.

HOW TO OVERCOME A COMMON TROUBLE.

First of all, remember that prevention is better than cure.

To put the precept into practice, it is necessary to make sure that the mechanical details mainly responsible for easy starting are functioning at their maximum efficiency. The most important items under this heading are the magneto (or its equivalent), the carburettor, and the plugs. We will deal with the magneto question first.

Importance of Details.

A very slight defect in the even facing of the platinum points of the make and break mechanism may mean the difference between a good spark at slow engine speed and the need for its quick turning to obtain any spark at all. Consequently, those facings must be true in themselves, and the gap of the "break" must also be set accurately.

A similar, though not quite so vital, need for accuracy obtains when the car is equipped with coil ignition.

With old cars, it is not infrequent to find that easy starting in summer time is replaced by considerable difficulty in the cold and damp of winter. This is due to the partial demagnetisation of the magnet—its failing much aggravated in effect when atmospheric conditions are adverse. The only remedy is to have the magnet's remagnetised.

If a lack of spark is chronic on a very damp or "muggy" morning, it is probable that the rocker of the make-and-break is sticking on its pin.

Correct Mixture.

It is equally important to have the carburettor properly adjusted. With extended use, the butterfly valve gets out of adjustment and permits the too ready passage of air into the induction pipe. This, in turn, means too thin a mixture for easy starting.

An adjustment is provided, and is simple to reach. Let a warm engine "tick round" and then unscrew the adjusting set screw until you get the engine running as slowly as possible. Give the adjusting screw half a turn to the right, and hold that position carefully while you tighten up the lock nut.

The plugs are also an important item for easy starting. As you use the car, the gap between the plug points gets slowly and minutely wider. The process is very slow with good plugs—but, sooner or later the increased width of the gap means increased difficulty in starting up; and that difficulty is more pronounced in damp weather. Remove the plugs, and with the back of a heavy penknife or light screwdriver gently tap the outside electrode closer, until the gap is that of the thickness of an average visiting card.

A Magic "Dope."

But even assuming that all these points are correct, you may still find difficulty in starting up on a bad morning. In practically every case the use of a stranger would prove effective, and why it is not fitted universally someone with more knowledge of motoring than myself must say.

But the majority of European cars are not so equipped. You can obtain a serviceable equivalent by the choking up 15-16ths of the area of the air inlet with a piece of rag. But don't forget to remove it!

If you starting troubles are still chronic, it is probably due to lack of vapourisation of the petrol. The following starting dope is magical in effect:

Obtain from the chemist a two-ounce bottle half-filled with methyl ether, and fill it up with good-grade petrol. A few drops of this in the compression taps or induction pipe will fire instantaneously—if there is a spark at the plugs, of course.

PILLION SAFETY.

On a recent Sunday afternoon, says *Motor Cycling*, 200 motorcyclists, each accompanied by a pillion rider, passed through the City of London in the course of an organized trial promoted by the Carshalton Motor Cycle Club. Twenty years ago such a thing would have been unthinkable; even five years ago it might well have evoked public concern and even action on the part of the police. *Tempora mutantur, nos et mutamur in illis.* The motorcycle, after years of test and research, is now an everyday convenience. It has ceased to smack of adventure; it is one of the commonplaces of the life of to-day, and its passage no longer excites remark. An immense amount of public prejudice against it has been broken down, and as regards the matter of pillion riding, the Carshalton Club is entitled to the fullest credit for having, over a number of years, demonstrated the safety of motorcycling *à deux*.



WILLIAM FOX PRESENTS

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with FARRELL MACDONALD LOUISE FAZENDA, DAVID ROLLINS

THE highly amusing story of a New York policeman's holiday in Paris!

Also SAM KU WEST AND HIS PARADISE HARMONY TRIO FAREWELL PERFORMANCES

AT THE QUEEN'S FINAL SHOWINGS TO-DAY At 2.30, 5.10, 7.15 & 9.20.

THE DRAMATIC, IMPELLING STORY OF A WOMAN OF IMPULSE!

GRETA GARBO

IN THE

DIVINE WOMAN

with LARS HANSON.

AT THE WORLD TO-DAY & TO-MORROW at 2.30, 5.15, 7.15 & 9.20.

EVE AS A CHORUS GIRL OF TO-DAY!

A gay comedy of modern Monte Carlo with some beautiful scenes in natural colours!

CORINNE GRIFFITH

IN

THE GARDEN OF EDEN

AT THE STAR TO-DAY & TO-MORROW At 5.30 & 9.20.

THAT FIRST 500 MILES.

IMPROVEMENT FOR THE "HOT SPOT."

Many manufacturers paste a notice on the windscreen of each new car, to the effect that the engine must not be over-driven for the first 500 miles; others insert a washer in the induction pipe to restrict the speed automatically during the running-in period. The Singer people, however, go one better, for each new car is fitted with a sealed device which controls the opening of the throttle barrel.

This gadget takes the form of a special set-screw which definitely prevents the throttle being opened to an extent which might damage a new engine. It is claimed that this is preferable to the induction washer system, since with the set-screw the mixture must always be correct, whilst with a washer it may often be unduly rich.

The set-screw is sealed, and it is a condition of the guarantee that it shall only be removed by a Singer dealer after the car has done 500 miles; in fact the guarantee is not endorsed by the Singer Co. until they have received the dealer's declaration that the conditions have been fulfilled.

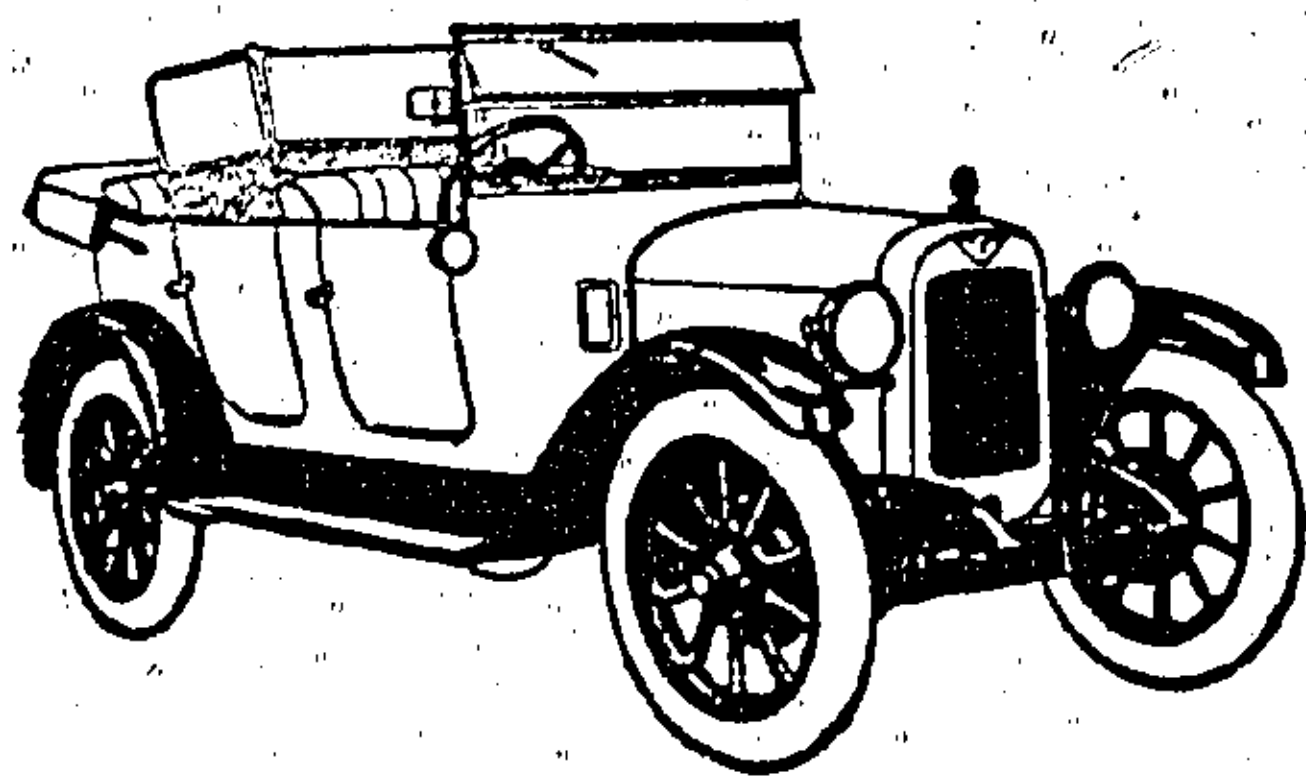
The inability to obtain high speed out of a car during its first 500 miles may be annoying to some drivers. The arrangement, however, is made in the interests of the owner, and no sensible motorist can have any cause for complaint. The system has a further advantage over the "Drive Carefully" notice. If a car is not fitted with a speed control at the outset, it may be driven too fast on its initial trip from the works to the dealer's establishment. Thus, future poor running may result. With the Singer system, over-driving, either by the owner or the dealer's representative, is impossible.

ONE MOTORING SIGNAL ONLY.

Long and close observation has established the fact that many road accidents are caused by ignorant or over-zealous drivers giving the wrong signals, says *The Light Car and Cyclecar*. Believing that it is a case of the lesser of two evils, this journal recommends that drivers should master only one essential signal—namely, holding out the right arm horizontally when it is intended to turn right. It is pointed out that cases have been all too frequent where drivers, when endeavouring to apprise others of their intentions, have found themselves in trouble and where complex signals have conveyed a meaning entirely at variance with that which was intended. The suggestion is made that the only signal that is really essential is the one for turning right. "It is dangerous to overtake on my off side."

Now

is the time
to buy your Car.



12 H.P.

Austin CARS

are famous throughout the
world for Speed, Comfort, Economy and Reliability.

ALEX. ROSS & CO.

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[A.P.]

TENSILE FOULARD TIES RETAIN THEIR SHAPE



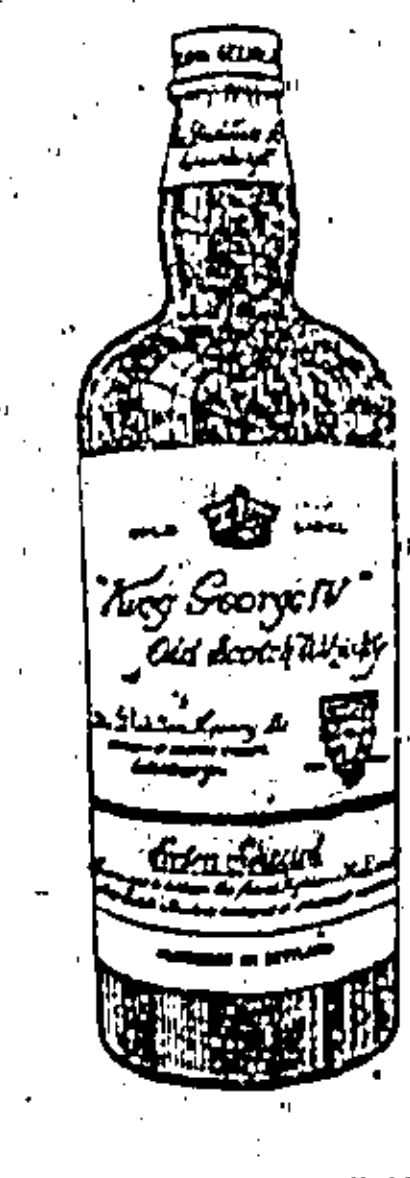
A Tensile Tie is made so that it cannot pull out of shape—pull how you will, it would rather be torn to pieces than become twisted.

We have a large range of Tensile Ties in Foulard and other Silks.

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MEN'S WEAR SPECIALISTS
ALYNDRA BUILDING DES VOEUX ROAD

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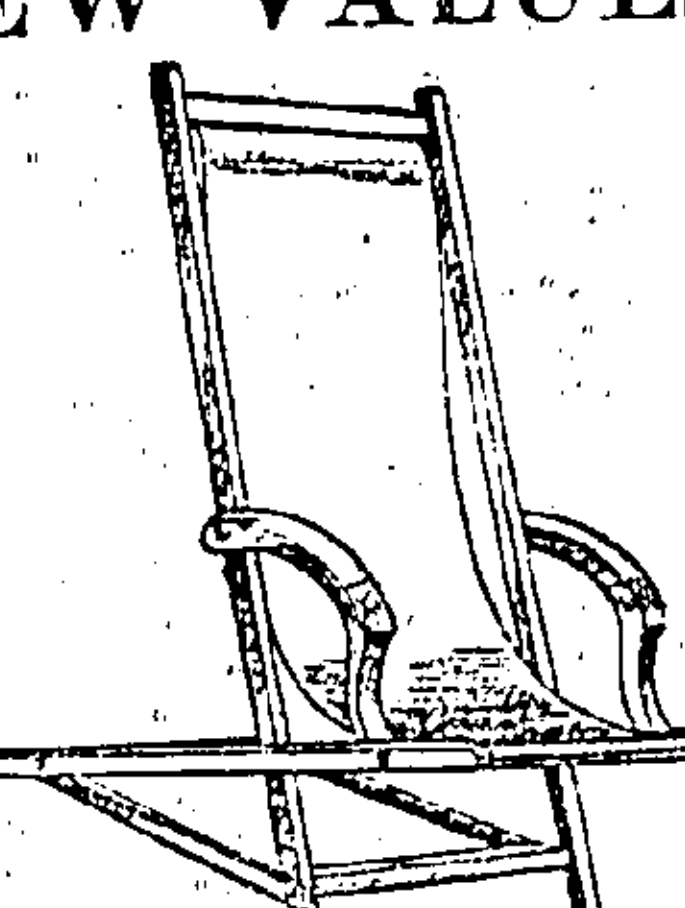
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NEW VALUES FOR JUNE

THE "HAMMOCK" DECK CHAIR
English Made.

No loose parts, one of the most comfortable chairs made. Useful for Deck, Marabed or Verandah.

\$10.50 EACH.



ONE OF WHITEAWAYS' STANDARD VALUES
BRITISH MANUFACTURE.
The mattress is extra strong flexible wire with 15 coil springs at one end, guaranteed not to sag, perfectly constructed corners for rigidity, one-inch steel pillar tubes, noiseless in use. A good reliable bedstead at a moderate price. Size: 64 x 3 feet.

STANDARD VALUE
Colour Black ... \$19.50
Colour White ... \$22.50
Poles ... \$3.95 & \$7.50

CALL AND INSPECT
WHITEAWAY, LAIDLAW & CO., LTD.

MAJOR LAKE BEGINS HIS EVIDENCE.

REGIMENTAL INSTITUTE'S "MUDDLED ACCOUNTS."

K.O.S.B.'S FILM TRANSACTIONS WITH HONG KONG AMUSEMENTS COMPANY.

FURTHER STAGE IN MAJOR OGILVY CASE.

Major Lake, the present P.R.I. gave evidence at yesterday afternoon's sitting of the Court Martial in Murray Barracks upon Major Ogilvy, K.O.S.B., who is facing charges of negligence while acting as P.R.I.

The case is attracting considerable public attention. The Court consists of Colonel H. A. Stewart, D.S.O., O.B.E., (President), Lieut.-Col. H. V. Vernon, M.C. (3/15 Punjab Regiment), Major A. Creery, M.C. (Royal Artillery), Major R. H. E. Bennett, M.C. (Somerset Light Infantry) and Major J. B. Taylor (Somerset Light Infantry). The Judge Advocate is Mr. Somerset Filmer and the prosecuting officer Major H. W. H. Armitage, M.C. (Royal Artillery). The defending officer is Major E. G. Miles, D.S.O., M.C. (K.O.S.B.).

BILLIARD MARKER AND "BLANK RECEIPTS."

At yesterday's sitting, Private Ferguson said the extra duty he performed during 1928 was that of battalion boatman. He was entitled to extra duty pay at the rate of \$5 per month. He was not paid regularly and asked Corpl. Hendry about his pay on many occasions—almost every day. Corpl. Hendry said that either the cheque had not been signed or that the billiards money had not come in.

Witness was first paid in September by Corpl. Hendry. He was then owed \$10—for July and August, but only received \$5. He was next paid during the same month, receiving a further \$5. He was only given a receipt for one of these payments.

Did Not Tell Accused.

He was again paid in October, receiving \$3. That was part payment for September and was again paid by Corpl. Hendry. A further \$2 was paid on November 1 or 2. In all he should have received \$20, but he actually received \$16. The balance of \$4 was paid on May 17, this year.

Witness never mentioned to Major Ogilvy that he had not been paid. In order to do that it would be necessary for witness to get an N.C.O. to take him to Major Ogilvy. On account of this, he let the matter go.

He told Corpl. Hendry that he would see Major Ogilvy, but never did. He always seemed to get paid soon afterwards. He once spoke to Capt. Reid, who was in charge of boats, about not being paid. In May this year, witness was told to report at the P.R.I.'s office by Major Ogilvy. He then received the balance of pay from Major Lake.

Questioned by Major Miles, the defending officer, witness said that the reason he did not take further action with regard to his pay was because when he went to the P.R.I. office there were always other extra duty men waiting for their pay. As they did not receive it, witness thought he would have to wait "the same as the rest."

Questioned by the President, witness said that, so far as he knew, his appointment as boatman had never appeared in regimental orders.

Billiard Marker.

Corpl. E. T. Oxbam said he acted as billiard-marker in the recreation room at Murray Barracks from August 29, 1927, to March 4, 1928. He produced a record of the billiard table takings.

Questioned by Major Miles, witness said that so far as he remembered the only orders about his new work were given by the Regimental Sergeant Major. He asked Lieut.-Col. Greaves, from whom he took over, whether he was entitled to extra duty pay, and was told that he should receive \$5 a month.

Witness never told an officer that he was not being paid, but he told Corpl. Hendry. The latter replied that the Major had not signed the cheque. Witness asked about his pay on two occasions during the seven months and on both occasions was told by Corpl. Hendry that the cheque had not been signed.

To Avoid Trouble.

Witness never spoke to Major Ogilvy because he did not want to make a fuss about it. He thought he would get Corpl. Hendry into trouble as witness believed he "had not seen about it."

Corpl. Hendry never said that if witness did explain he (Corpl. Hendry) would get into trouble. The orderly officer went into the billiard room each day and asked if everything was all right. At the time witness was a Lance-Corporal, but there was a senior N.C.O. of his section. He could have complained to the section, platoon or company commander.

After the tiffin adjournment, witness was re-examined by Major Armitage and said that in addition to billiard marker, he was also librarian in the men's recreation room. These duties were always concurrent and the extra duty pay received by witness covered both duties. He never received more than \$5 per month.

Orders Asked For.

President: Do you know whether your appointment as marker was posted in Regimental Orders in 1927 or 1928?

Witness: Only in 1923, not afterwards.

How was your appointment posted?—As librarian.

President: I think, Major Armitage, we had better have a copy of the posting and of his being taken off the orders. We discovered this morning two appointments as marker and librarian. Now we know these are one and the same person!

To witness: You handed over to Corpl. Hopson at one time?—Yes. You did not tell him he would be entitled to extra duty pay?—No.

Are you owed any money on that account now?—No, it is all cleared off now.

When were you paid the last lot? In February of this year when I finished the job. I was paid by Sergt. Bardell.

Did you receive any extra duty pay between August 29, 1927, and March 14, 1928, that was a period during which you were not doing the duty?—No, Sir.

The Blank Receipts.

When you signed this receipt, which you say was blank, what money were you given?—Only \$5.

Do you remember when you signed it?—No.

Are you quite sure this was a blank receipt?—Yes.

Judge Advocate: Did you sign more than one blank receipt?—Yes.

At least two?—Yes.

Be certain of your reply, now. Did you ever receive any special pay for months when you were not performing extra duty?—No, I did not.

Pte. Stewart Brownlow said he was employed as billiard marker and librarian about June of July, 1928, as Mount Austin Barracks. He kept a record book (produced). All the entries were in witness's own handwriting and were made daily.

The men paid the sums entered in the book on pay day weekly. The book was handed over to Corpl. Hendry every Sunday morning when witness had the book initialed for each day as a receipt for payment.

Missing Books?

Cross-examined by Major Miles, witness said he was warned for the duty by the officer commanding B Company. The record book contained the first entry dated July 8, 1928, as Mount Austin Barracks. The book started on September 8, 1928, but owing to a mistake, this should read July 8, 1928.

Witness took over from the last witness. He started work in another book but afterwards copied the entries into the present book. He could not say what happened to the other book which was handed together with the book in Court, and two smaller "summary" books to his relief.

Major Lake.

Major Lake said he was now P.R.I. having taken over the duty from accused on August 19, 1928, as, that time, accused took over command of the battalion while the Colonel was on leave. When Lieut.-Col. Comyn returned on November 12, accused went on leave. Witness did not sign a taking-over slip because he was not asked to do so.

Was that the only reason?—Is that a fair question?

President: Yes.

Witness: I was not asked to sign.

President: Yes or no? Was that the only reason?

Witness: Nobody asked me to sign.

In reply to Major Armitage, the prosecuting officer, witness said accused handed over four cash accounts to him. Witness did not find a ledger account but there was a statement of the cinema account kept on a piece of paper.

Later, a statement of the Billiards Account and P.R.I. Fund was found. There was no stock book but an account of such items as tennis rackets, etc., and another P.R.I. book containing stock entries in Corpl. Hendry's writing came to light.

The P.R.I. correspondence was in very bad order and was not filed. Witness was unable to trace some time and no correspondence record was kept. Witness was perfectly satisfied with the accounts at first sight.

"In a Mess."

Finding that things were "in a mess," he concentrated on the correspondence first and then turned his attention to the accounts, particularly the missing account. He mentioned this account to accused who said it was nothing to do with him as he had only been initialled the first page in conformance with the requirements of Army Book 48 to certify that the missing cash book balance agreed with the bank balance each month. That, he said, was the extent of his responsibility.

Outstanding Bills.

Witness went on to say, with a laugh, that the missing account occupied more of his time than other departments until November 12 and he was unable to go thoroughly into the other accounts. Before accused went on leave, witness discussed with him the balance sheet for September 13 with regard to outstanding bills which were not shown on the sheet.

Accused said the bills might be met and they would have to realise some cash to pay them. He referred to one big bill for cinema films and said he did not know they "dealt with that firm" and the bills which were coming in had been kept from his notice. When accused went on leave, witness had no idea there was any "fraud" in the accounts but he realised they were not on a satisfactory basis and could have been better kept.

No Private Shows.

He saw no reason then to suggest to accused that anything was radically wrong apart from the system and the outstanding bills.

A bill was received from Hong Kong Amusement, Ltd., which showed an account from January until October, 1928. Two payments had been made during the year.

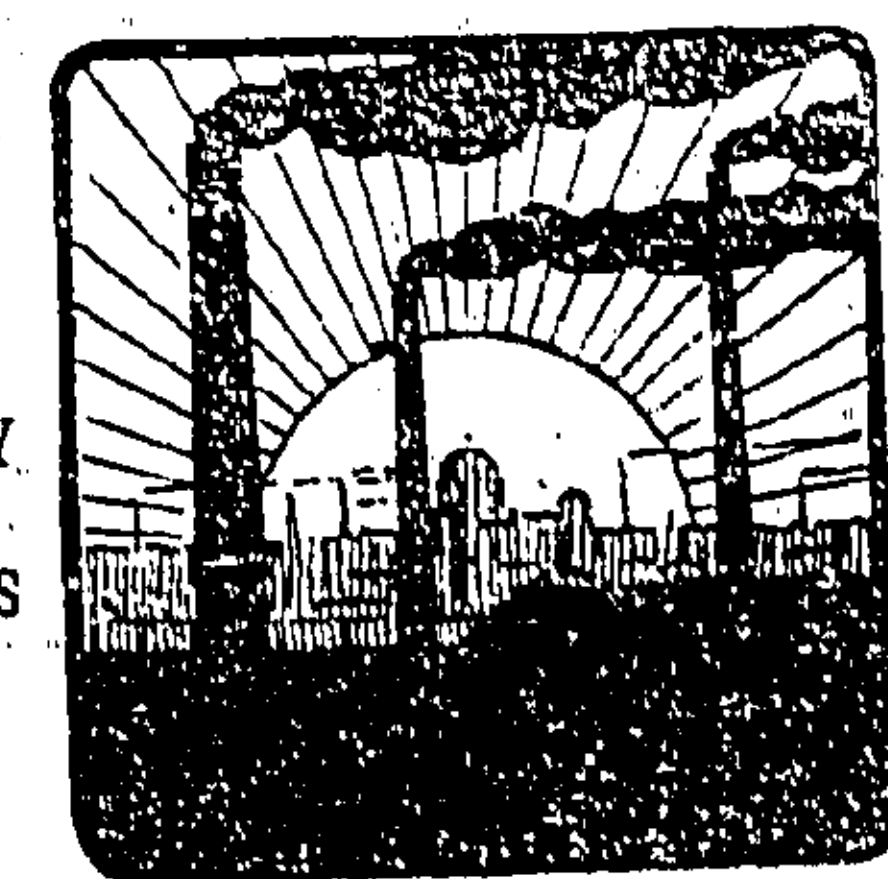
The balance due was \$840 up to September 30. Witness had not traced any bill for private shows or special films. Witness did not find any correspondence in the P.R.I. office from the company with regard to these bills although he looked very carefully.

President: The accused, you say, told you he did not know the battalion had dealings with the Hong Kong Amusements Company. Then how were these two payments made?

Witness: They were made out to the Cathay Film Company and they were the same company as the Hong Kong Amusement Company. The Court adjourned until this morning.

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A WEST RIVER PIRACY.

PROCEEDINGS FOR EXTRADITION.

THREE-YEAR-OLD INCIDENT RECALLED.

At Central Magistracy yesterday, before Mr. E. W. Hamilton, extradition proceedings were commenced against a man named Chan Tim, who is wanted by the Chinese authorities for piracy in Chinese Territorial Waters in 1926.

Mr. L. R. Andrewes was for the Crown and the fugitive was not legally represented.

Outlining the case, Mr. Andrewes stated that on September 24, 1926, the defendant and ten others, all armed, boarded a trading junk, which normally traded between Kongmoon and Shikung. The junk had no motive power of its own and was at the time being towed by a launch.

At 3 p.m. on that day, a white launch appeared at a place called Chu Tow Shan. On the appearance of this vessel, the launch which was towing the junk cut the tow line and made off. The white launch then came alongside and took the junk in tow, taking her finally to a place called Show Tow in the Shun Tak district where the men on board were first robbed and then kept in captivity.

On April 1 last, said Mr. Andrewes, the defendant was seen in Stanley Street and was arrested. The usual identification parade was later held.

The Arrest a Fluke.

In answer to Mr. Hamilton, Mr. Andrewes indicated that the arrest of the defendant was merely a "fluke." One man who was robbed of \$120 and who was subsequently kidnapped recognized the defendant and made a report to the Police.

After evidence had been given by the witnesses for the prosecution, Mr. Hamilton addressed the prisoner in these words: "You have heard the evidence against you. Please remember I am not in any way judging your case. It is not my business to say whether you are guilty of the crime. It is only for me to say if there is sufficient evidence against you for me to commit you to prison and recommend His Excellency the Governor that you should be handed over to the Chinese authorities, from whom you will receive, I have no doubt, a full trial."

Prisoner's Version.

The defendant in the witness box denied that he was Chan Tim, explaining that his name was Chan Tat Ming. He stated that in April 1926, the man named Chan Tim was head of a volunteer corp at Sha Lan, of which he was a ranker.

One day, a boat with four men and two women on board appeared at Sha Lan, and the occupants pulled ashore to buy cakes. Chan Tim was washing his face at the time and he noticed a smell of opium from the boat. He had the boat searched and came upon a quantity of opium and six thousand cartridges. Witness was ordered to carry this away. He did so and he told the Court that the witnesses who had given evidence against him had mistaken him for Chan Tim.

The fugitive was committed to jail to await the further order of His Excellency the Governor.

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BAD DRIVER AND WORSE SON.

TRAFFIC OFFENDER WHO WAS EVERYWHERE.

HIS MOTHER'S "LITTLE MONEY."

An elderly Chinese woman appeared as deputy for her son before Mr. E. W. Hamilton at Central Magistracy yesterday at "traffic time." The son was one of the many offenders in the long summons list, and on four counts mentioned he had transgressed the motor-car parking law at two different places.

"The woman blandly told the Magistrate that she had brought a 'little money' with her to pay the fine on behalf of the son, who had gone to Macao. A police officer at this stage told the Court that the defendant was seen at West Point the night before.

When the case was adjourned for a week for the defendant's attendance, the woman again offered to act as deputy.

Learner "Out of Bounds."

A licensed driver who permitted a learner to drive a car at Deep Water Bay—an area not specified in the licence—has gone to Canton, and he asked the learner to represent him in Court in a charge arising out of the incident.

His Worship adjourned the case against the licensed driver, intimating that he would deal with the man's licence, and fined the learner-driver \$15 for going "out of bounds."

Stubbs Road Irregularities.

The bend in Stubbs Road near "Huntingdon" was again mentioned when a Chinese was charged with dangerous driving. It was stated that a P.W.D. lorry was coming down the road, and the defendant disregarded the narrowness of the road by crossing the larger vehicle on the bend. Defendant gave as excuse that he was in a hurry and had received a signal from the driver of the lorry to pass.

His Worship remarked that but for defendant's clean record the fine would be \$25, but he would be let off with \$15.

Parking Near Queen's Theatre.

Summoned for parking in the lane alongside Queen's Theatre, the driver of a private car said he waited ten minutes on the orders of his master who was in the theatre.

In fining defendant \$5, his Worship told him that there was a bold "No Parking" sign on the roadway, and if his master ordered him to park there it was his duty to obey. The defendant was fined.

INTIMATIONS.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

THE FORTY-EIGHTH ORDINARY GENERAL MEETING of the Company will be held at the Office of the General Manager, Messrs. JARDINE, MATHESON & Co., Ltd., 12th Floor, 12th JUNE, 1929, at NOON, for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th JUNE to 2nd JULY, 1929, Both Days inclusive.

By Order of the Board,
JARDINE, MATHESON & Co., LTD.
General Managers.
Hong Kong, 24th May, 1929. [7839]

THE HONG KONG IRON MINING CO., LTD.

NOTICE.

NOTICE IS HEREBY GIVEN that the TWENTY-SECOND ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., on FRIDAY, 12th JUNE, 1929, at 12 O'CLOCK NOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the Year ending 31st DECEMBER, 1928.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, 18th JUNE, to FRIDAY, 12th JULY, 1929, (Both Days inclusive), during which Period No Transfer of Shares can be registered.

By Order of the Board of Directors,
L. S. GREENHILL,
Secretary.
Hong Kong, 31st May, 1929. [7830]

THE HONG KONG IRON MINING CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONG KONG IRON MINING CO., LTD., will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., 12th Floor, 12th JUNE, 1929, at 12 O'CLOCK NOON, for the purpose of receiving the Report of the Directors and of confirming if thought fit as a Special Resolution the above-mentioned Resolution.

A Further Resolution will be proposed at the Second Meeting for the Appointment of a Liquidator or Liquidators for the purpose of such Winding Up and fixing his or their remuneration.

By Order of the Board of Directors,
L. S. GREENHILL,
Secretary.
Hong Kong, 31st May, 1929. [7831]

ON HIS MAJESTY'S SERVICE.

TENDERS are invited for the SUPPLY of Carpenters, Carpenters, Plasterers, Painters and Scarpers and Plumbers to H.M. DOCKYARD, Hong Kong.

Forms of Tender can be obtained at the Office of CHIEF CONSTRUCTOR, H.M. DOCKYARD, Hong Kong, and should be filled in and returned as indicated in Tender Form, Not Later Than NOON on MONDAY, JUNE 17th, 1929.

S. B. TICKNER,
Chief Constructor.

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WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.45 p.m., stated:—

Pressure remains highest to the north-east of Japan and relatively low over China generally.

Local Forecast:—S.W. winds, moderate, fair generally, local showers.

Save Water.

DEATH.

CARVALHO.—At her residence, 35, Granville Road, Kowloon, on June 11, at 7.55 p.m., MARIA BOTELHO DE CARVALHO, aged 41 years, dearly beloved wife of D. E. DE CARVALHO, (Shanghai, Macao, and Manila papers please copy).

Editorial and Business Offices: 11, Ice House Street. Tel. Central 12.
Night Editor (Wanchai Office): Tel. Central 411.
London Office: 21, Bride Lane; Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, JUNE 12, 1929.

WUCHOW COUNTS THE COST.

Wuchow has been the subject of one of China's modernising experiments. It enjoys many natural advantages, being the terminus at which the West River steamer discharge their cargoes for inland distribution by junks and launches plying further up the river and along its tributaries. Kwangsi having few roads and no railways, its commerce is therefore dependent upon these waterways which converge at Wuchow. The province is poor, but its area is 77,000 square miles, or rather larger than England and Wales, and its population is estimated at twelve millions. With almost a monopoly of the trade of so huge an area the Kwangsi Government decided that public money invested in the improvement of Wuchow would soon yield an excellent return and there was every prospect of making this port the Hankow of the South. The present export trade consists mainly of wood, hides and livestock for which there is always a ready market and, given adequate transport facilities and the amenities of an up-to-date commercial centre, there was no reason why business with Canton and Hong Kong should not go ahead.

Taking advantage of a fire which cleared a large area of the old wooden buildings, the laying-out of a modern town was started. The new quarter, with its paved roads and ferro-concrete buildings four or five stories high, sprang up with great rapidity, and was pushed out in all directions. While the outskirts of the town, and the structures along the waterfront are of an extremely primitive nature the new area resembles Wanchai, Yau-mai or any of the Chinese business streets in this Colony, though the buildings are not so solid as in this place of typhoons and heavy weather generally. The huddle of wooden godowns, workshops and dwelling places along the waterfront is not impressive, but there was talk of deepening the channel and building a modern bund with concrete godowns, to replace the pontoon warehouses in which the steamers store any of their cargo not discharged directly into smaller craft.

But the Kwangsi Provincial Government, over which General Weng Shui Hing presided, as virtual dictator, had ideas for Wuchow and for the province far beyond town planning and port facilities. The aim was to secure foreign capital and with the help of foreign experts to modernise the province, notably a German enterprise for the production of sulphuric acid, were

started and others were projected. A University was opened where Chinese engineers, lawyers and administrators were to be trained and a triak educational movement found a fair degree of public support. At Liuchow the Government founded an experimental farm, which did such good work investigating the possibilities of new crops and better methods of tillage that it was promoted to the status of Provincial Agricultural Bureau. Most expensive and ambitious of all, motor-roads were made in all directions. Kwangsi also enjoys the advantage of comparative isolation from the main course of the big civil wars, and it has no town like Hankow, Canton or Shanghai sufficiently wealthy to attract the avareicious interest of the major war lords. It, therefore, looked as if it might hope to enjoy some degree of political stability.

But, unfortunately, there were two weak pillars in the house. In the first place, long before the Wuhan crisis arose, complaints were heard that Wuchow was not paying its way, that the improvements were costing more than the community could afford. The merchants declared that the rents for their new quarters and the taxes for the Government improvements swallowed up their profits, and a number of bankruptcies were certainly notified.

In England of a century ago, roads, and then canals, and railways were made as industrial production increased and better transport facilities became a necessity. In Kwangsi, however, the process has been reversed, roads and a modern town being created in the hope that their presence would stimulate business. Initial difficulties were attributed to the famine and to the outlay upon which returns would at first be slow. Then the semblance of political stability upon which the modernisation of Wuchow was built collapsed at a critical moment. No sooner had the recent rains alleviated the agricultural distress than the province found itself dragged into a war in which it had no interest, and invaded from three directions. Wuchow suffers from the grave disability, from a commercial point of view, of possessing strategic importance. It is one of the places inevitably fought for in an inter-Kwang war, and it found itself in the centre of the storm. On top of its economic troubles came blockade, billeting of troops and military levies on the merchant community to which no resistance was permitted. The culminating point was when the defending troops got out of control and a general looting of the shops disposed of any remaining prospects of a profit for a large number of businesses. Order has now been restored, and River traffic resumed, but the damage has been done. Wuchow will recuperate, after the manner of Chinese cities, but it is unlikely that any outside capital will be invested in the place for some time to come. Nor will there be money to keep Weng Shui Hing's roads in repair or to give the skyscrapers a new coat of paint, while the proposed modern water supply will have to be indefinitely postponed. General Weng's political commitments have proved a very costly matter to the province and town to which he had previously rendered notable service.

News and Views.

At Okato, Wellington, a flash of lightning struck a double-barrelled gun, which was lying with the trigger cocked on a table in a table in a Maori's house. The weapon exploded and a Maori woman received the charge in her chest. She is in a critical condition.

At the Central Magistracy yesterday, a small boy appeared with an elderly man on a charge of possessing lottery tickets. It was stated that when the police raided the house, the youngster was helping the other defendant to cut up little

An official of the British Funeral Workers' Association has publicly complained that motor hearses are being used as carriages for wedding parties when not employed in carrying bodies to the cemeteries. Terming this practice a scandal, he pleads that it be stopped.

In connection with the failure of Italy's largest raw cotton concern "Siamat," in which so many British and American banks were concerned, it is learnt that after several meetings of the leading Italian banks it was decided to form a consortium which will offer foreign creditors 75 per cent. of their credits. These conditions imply a long moratorium of several months, which is expected to meet with the approval of London banks. The whole agreement avoids the necessity of the legal liquidation of "Siamat" and enables the firm to continue business on what may be a reduced scale owing to partial liquidation.

Information was received recently from Sydney, N.S.W., to the effect that, owing to the increased cost of living, the pay of the waterside workers had been increased throughout Australia, except in Queensland, for the next three months by 1½d. per hour, which, it was thought, meant an increase of 3 per cent. on the stavedoring accounts. It was estimated that this addition meant an increased working cost for the overseas vessels of about £20,000 for the three months. The N.S.W. Government was stated to have reinstituted the child endowment "tax" of 2 per cent. on wages paid from April 1. This, it was added, would raise the stavedoring costs of overseas steamers in New South Wales by about £20,000 per annum. The deputation of British shipping managers which recently proceeded to Australia to discuss freight rates and working costs is now on its way back to Britain.

Satisfactory Health Return.
Only 2 new cases of small-pox, both Chinese, and two fatalities were notified for the whole of last week. There were also 4 cases of diphtheria (1 British and 3 Chinese) and the same number of fatalities, and 4 cases of enteric (no fatalities), 1 British and 3 Chinese. Three influenza deaths were reported. On Monday 1 case of enteric (American) and 2 cases of meningitis (Chinese) appeared on the M.O.H.'s return.

Blue-Blooded Boxers.
The blooded youth of England is learning how to defend its titles. Blue blood has been flowing while boys of four, five and six years old learn how to box. The other day Thomas Fairfax, 3½ year old son and heir of Lord Fairfax, and Harry Hoare, 6½ year old nephew of Lady Londonderry, pummeled each other in a public exhibition attended by Princess Mary. Young Fairfax is the champion of Hyde Park and is known as the "Terror," while Master Harry is the champion of St. James Park. Their bout for the title of London was declared a draw. They are the leading examples of a large class of blue-blooded youngsters who are being taught to defend themselves. Their recent appearance recalls that England appeared in the ring of amateur boxers in the Marquis of Clydesdale and Lord Knebworth.

The Cat's Example.
An American doctor has been protesting against the common custom in his country of seeking health by setting the alarm clock for seven a.m., jumping out of bed at that hour, turning on the radio, and doing physical jerks to music provided by the broadcasting companies. Human beings, he says, should wake in the manner of a cat, slowly and luxuriously, and our return to consciousness and the daily routine should not be expedited by an appalling noise. For people who work at normal hours there is no doubt that the alarm clock is a thoroughly bad habit, especially in a country where nerves are unduly strained. As for the physical jerks or any other form of exercise in the early morning here, most people find that too much of it produces an after-tiredness which is not conducive to efficiency and promotion. In any case, there is reason to suppose that the Briton in the tropics makes a fetish of exercise to an unjustifiable extent. Many people keep perfectly fit without it, and we may be certain that when we play golf or tennis, instead of surrendering to an inward craving for a long chair, we are doing ourselves little good.

"We have come to dig that Channel tunnel," said ten Rumanians who were interrogated by the Paris police when they arrived at St. Lazare station last month. On investigation it was found that their passports had been forged. The men stated that they purchased them from a Rumanian lawyer, who was telling everybody that large numbers of workers were wanted to dig the Channel tunnel. Thirteen other Rumanians also arrived at the station later in the day. The police are investigating the affair.

A French soldier who was charged with criminally assaulting a German child aged 14 years appeared before a French military court at Mainz last month. He was found guilty of intimidating and indecently assaulting the child, and was sentenced to two years' imprisonment, but the enforcement of the sentence was postponed. This travesty of justice is typical of the attitude of the French occupation authorities towards the German people in the occupied territory, and caused not a little bitter comment in all sections of the Rhineland Press.

Elephant in Liverpool Restaurant.

There was much excitement in Liverpool last month when a young elephant belonging to a local circus broke away from its keeper and careered along the streets to spend Sunday in unaccustomed freedom. It halted outside a restaurant, and with trunk swaying stood eyeing with hungry interest a display of cakes and other toothsome edibles. It made as if to enter the premises, but its bulk was an insuperable obstacle to passage through the doorway. It looked as if it would carry away the shop front, and all the efforts of its keeper, who had by this time caught up with it, failed to convince it that its manners were bad. The situation was saved by a young woman inside the shop, who offered the animal a cake, which it accepted with a gleeful trumpet. It then backed out of the entrance and ambled away with its keeper, much to the relief of a number of imprisoned and rather scared customers.

Retired Naval Officers.

The annual general meeting of the Association of Retired Naval Officers took place at the Royal United Service Institution recently, when there was a very good attendance of members and those interested in the association. The President (Vice-Admiral Caulfield), in a statement on the present and future policy of the association, explained the methods by which further activities, in the shape of scholarships, subscriptions to Service charities, etc., would be developed. He particularly mentioned the co-operation with the Royal Naval Scholarship Fund by the institution of A.R.N.O. scholarships, to be administered by that fund. As regards membership, he said, the association was "chasing the calendar," and the numbers had now reached 1,910, 129 new members having been enrolled this year to date. A peculiarly satisfactory feature of the membership was the fact that all retired admirals of the Fleet had joined. He touched in some detail on the welfare side of the work of the A.R.N.O., which, he made clear, was a very human organization.

Shares for Employees.

Mr. G. C. Hans Hamilton, the new chairman of Darwins Limited, the Sheffield safety razor making company, which went into liquidation but which has paid off its creditors in full, with interest, recently made an offer to all the workpeople employed by the company to finance them for a year to buy shares in the company. He said he would allow them to purchase to the extent of £10,000 worth of shares. They would have to pay 2s. 6d. a share down and pay the balance in 50 weekly instalments. If the workpeople found they could not continue the payments, he would refund their money, plus 5 per cent. The shares are "A" Preference shares, of which an issue of £200,000 will be offered, soon and they bear 7½ per cent. cumulative interest, plus 2½ per cent. as well as coming in for 20 per cent. of the profits of the company after various payments have been made. No decision was taken at the meeting, but the offer is now open to them and full details of the scheme will be printed on notices throughout the works. Mr. Hamilton said he had made the offer to bring about a still closer co-operation between all members of the firm. He would not ask the workers to become shareholders if the concern were some speculative venture, or was satisfied it was a satisfactory offer from the workers' point of view.

Retiring M.P. on Modern Girls.

Sir Alfred Hopkinson, who for three years has been one of the two M.P.s representing the combined English Universities, and is retiring, is said at the thought of leaving Parliament. "It is purely on account of my health," he explained. "I love the old House. It is much more pleasant inside than outside. What do I think of women in Parliament? Well, the ones we have at present are splendid, and, although they do not sway the House, they certainly make their influence felt. I would like to see the ages of both men and women raised to 25 before allowing them to vote. I do not mean to belittle the 'flapper' vote. In many ways I think the modern girl of to-day is brilliant. But I cannot somehow ever imagine a woman Prime Minister. There is something lacking in her which a man leader has. It is part of what I should call 'mental tact.' She is too interfering, and unable to take things as they come without a lot of fuss." Asked what he was going to do in the future, Sir Alfred replied, rather pathetically, "Die, I think. You see I am an old man now; I am nearly 73, and most of my interest has been in my work in the House." But in spite of his snow-white hair, Sir Alfred, with his tall, upright figure, looks far younger, and a moment later his pessimism vanished. "I shall have plenty to do. I have many other interests."

Looking Back 25 Years.

We are getting treated rather badly by Jupiter Pluvius this year. While he appears to have been making prolonged visits at other points along the coast, his visits here are unusually few and far between for the time of the year. The rainfall of the month of May, according to the observations of the Hong Kong Observatory, was 7.706 inches. Last year it was 13.960 inches, and in 1902, 25.730 inches. In June last year the rainfall amounted to 25.230 inches. The prospect is not pleasant.

Building operations are still to be

seen on every hand on the island as well as at Kowloon. Having regard to the increasing value of the land and the consequent high rental which obliged people to sub-let a portion of their houses, I have been asked why it is that the flat system is not introduced at Kowloon, for example, instead of running up rows of four-roomed houses. I imagine "flats" in the tropics would never answer until that millennium is reached which is pictured by William Morris in one of his books, when the entire population of a congerie of flats has become reconciled to the idea of a common dining-room. Cooking cannot be done here, in the hot season at any rate, by the white woman, and moreover, flats with cooking and servants' quarters at each would not, I suspect, work out cheaper than the self-contained four-roomed houses.—*Hong Kong Daily Press*, June 13, 1904.

Looking Back 50 Years.

In the course of an action brought by a Chinese claiming \$10 damages for being excluded from the dining-saloon of the Canton steamer "Ichang," counsel for the captain said:—"To allow Chinese passengers into the saloon indiscriminately was a policy which might be attended with great loss of life, and until we got a little better established here it would unfortunately be necessary to segregate Chinese from other passengers. Supposing the saloon cabin were thrown open indiscriminately, what was there to prevent a dozen or twenty Chinese pirates well-dressed going aboard, and while the captain was at his table, taking possession of the vessel? It was not without good reason that Chinese were excluded from the cabin. In former time, as no doubt His Lordship was aware, it was the custom to have lashings, so that the Chinese could not come up, at certain times at all events," said Mr. Denny, in his reply, "a great case about Chinese pirates, but really if the pirates were allowed to use the saloon, he did not think any great harm could be done by allowing them to have their tiffin there. He argued that the plaintiff, being a saloon passenger, there was implied contract that he should be treated as respectfully and in the same way as other of the same class." The Court found for the defendant, and there was no obligation to provide merely to convey him to his destination.—*Hong Kong Daily Press*, June 12, 1879.

PACIFIC METHODS BEST.

GOVERNMENT'S OFFER TO FENG.

HELP FOR NANKING.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, June 11. General Ho Chien has wired Chiang Kai Shek stating that as the anti-Kwangsi campaign is nearing an end he can now spare one division of Hunan troops for use against Feng.

A message from Taiyuan says that satisfactory results are attending the conference of Yen Hsi Shan, Tang Seng Chi and Ho Cheng Chun.

It is learned that Feng Yu Hsiang is being given another opportunity to hand over his troops to the Central Government and go abroad, failing which a punitive expedition will be launched immediately.

The authorities, however, are most anxious to solve the situation by political means.

FENG "IN FAVOUR OF PEACE."

SO ARE FAMINE STRICKEN PROVINCES.

[NAN CHUNG KUO NEWS SERVICE.]

PEKING, June 11. Peace in North China, especially in Honan, Shensi and Kansu provinces where the people have already suffered immensely owing to the famine, was discussed at a conference between leaders of Nanking, Kuomintang and Shansi groups, held last week-end at Taiyuan, the capital of Shansi.

Ting Chun Ko, one of Feng Yu Hsiang's representatives, declared that Feng is in favour of peace, and Yen Hsi Shan's colleagues said that the people of the three famine-stricken provinces could not bear the burden of another civil war.

General Yen Hsi Shan, in answering to Nanking representatives, repeated his previous declaration that he will support the "Central Government" at any cost.

As a result of the conference, Yen Hsi Shan has written to Feng Yu Hsiang advising him to adhere to his previous declaration of retirement in order to avoid civil war, which is bound to occur if he clings to office.

WANG CHING WEI'S PLOT AGAINST CHIANG.

[NAN CHUNG KUO NEWS SERVICE.]

SHANGHAI, June 11. Rumours are current in Shanghai that Wang Ching Wei, leader of the Left Clique of the Kuomintang, is busily organising the movement which calls itself the "Salvation of the Kuomintang Party," and is against Chiang Kai Shek. Wang is expected, will soon return from Europe.

Other reports state that he may not come back immediately as he is intending to sail for England, in the capacity of the "people's diplomat," to see what he can do with Mr. Ramsay MacDonald, regarding Sino-British relations.

BREAK WITH RUSSIA FAVOURED.

[NAN CHUNG KUO NEWS SERVICE.]

SHANGHAI, June 11. An official of the Ministry of Foreign Affairs at Nanking, in the course of an interview, said that the Central Government has not decided on a definite policy with regard to Sino-Russian relations, but the breaking-off of diplomatic relations with Russia was favoured and, it is believed, will be advantageous to China.

He adds that even if diplomatic relations with Russia are discontinued, commercial relations can be maintained through other channels, which it will be impossible for Russian Communists to use as propaganda agencies.

TIENTSIN TRAM STRIKE.

[THROUGH REUTER'S AGENCY.]

Following the presentation of a number of extravagant demands, the employees of the local Tramways Company went on strike this afternoon.

THE WILLEMSTAD RAID.

HOLLAND DISPATCHES WARSHIPS.

STRONG CRITICISM.

[THROUGH REUTER'S AGENCY.]

THE HAGUE, June 10.

A communique states that the raiders at Willemstad numbered 500 and that one Sergeant-Major, a Sergeant and a Corporal (described only by their initials) were killed by the bandits who pillaged the armoury and compelled the Captain of a vessel at anchor to convey them to Venezuela.

All the hostages were sent back. The Dutch naval vessel Kortenaar will depart to the West Indies to-morrow with a landing force.

In the First Chamber, Hier Colyn will ask the Minister of the Colonies regarding the affair at Willemstad, *inter alia*: Will the Government give an assurance to take measures of a permanent nature with a view to preventing a repetition of events so humiliating to our colonial authority and international reputation?

Government Criticized.

The destroyer Kortenaar has left for Curacao with 40 marines aboard.

The battleship Hertog Hendrik, is standing by to proceed if necessary, but the Foreign Minister considers that the Willemstad incident is merely an "irresponsible" putsch, and is unlikely to cause conflict between Venezuela and Holland.

The newspapers blame the Government for inadequately protecting Curacao.

Destroyer Leaves Holland.

The Hague, June 11. The destroyer Kortenaar embarked a detachment of marines and left for the West Indies. She hopes to arrive at Curacao on June 22.

The battleship Hertog Hendrik has also left.

ARMS DEAL AT SHANGHAI.

SHARP SENTENCE ON FOREIGNER.

Shanghai, June 5.—The Carl Gunther arms case was concluded in the Provisional Court this morning. After hearing the defense offered by the defendant's counsel, Mr. Ivanow, Judge Wong and Deputy Nakada sentenced him to two years' imprisonment. Mr. King S. Kum prosecuted for the Police.

Mr. Ivanow submitted that the Police should produce in Court the man who had informed them of the presence of arms in Gunther's house. He also said that Gunther had the pistols and ammunition in his house since he was last convicted and that the only reason for their presence there at all was that since his detention in prison last year when he had been sentenced on a similar conviction, he had been unable to dispose of them, and had been afraid of disclosing their hiding place to the Police who had also been unable to find them.

It is a well known fact that a person cannot be convicted for the identical offence for which he has been previously sentenced to a term of imprisonment, and this point was brought up by the counsel for the defence on behalf of his client, who held that Gunther had already served ten months for this offence.

The Judge passed sentence as stated and ordered that the arms be confiscated.

CHINESE REVUE FOR BERLIN.

STAGED BY RUSSIAN EXILE.

Berlin, June 4.—"Yellow China" is the title of a Chinese revue with which Germany's prominent producer Max Reinhardt will usher in the new theatrical season. Although secrecy surrounds the details of this venture, it is understood that the revue is to be staged in Germany and will moreover be stage managed by the famous Russian director Granowski who recently was expelled from the Soviet Union.—*Trans-Action-Kuomintang*.

SHANGHAI HELP FOR HONG KONG.

SHIPS OF ALL NATIONS TO BRING WATER.

Shanghai, June 11.

Mr. R. Sutherland left for Hong Kong this morning, having successfully completed the task of arranging for transport of water from Shanghai. The Shanghai Water Works Company can supply water without interference with local needs. All ships, irrespective of nationality, are readily co-operating, and a scheme is being organised by which vessels will not lose much time loading or discharging water. No interference with regular sailing is anticipated.

Already two ships have left with tanks full, and more are being brought into service daily.—*Reuter*.

A VITAL AFRICAN RAILWAY.

TAPPING HEART OF FERTILE TRACTS.

OPENING CEREMONY

[THROUGH REUTER'S AGENCY.]

CALAS, Angola, June 11.

The ceremonies in connection with the opening of the Benguela Railway which many distinguished people, including Prince Arthur of Connaught, attended, at Luao, began with the Portuguese Minister for the Colonies re-naming the town of Cala "Robert Williams" in recognition of Sir Robert's services in building the railway; while Lady Williams unveiled a monument for the occasion.

The railway runs from Lobito Bay to Luao, from where the Belgians continue the line to Katanga, eventually to link up with the Cape-Cairo line of railway. It will make the route from England 2,500 miles shorter to Rhodesia and other centres in Central Africa, where there are copper deposits and fertile uplands suitable for European settlement.

JAPANESE STEAMER AGROUND.

[THROUGH REUTER'S AGENCY.]

OSAKA, June 11.

The O.S.K. s.s. Baikal Maru is reported aground off the Daikoku-san islands, Chosen. The passengers are being transferred to lifeboats.

The vessel is signalling for assistance, and salvage tugs are being despatched from Moji.

LATER. The Baikal Maru carried 400 passengers and 120 crew. On receipt of the news, salvage vessels and a destroyer hastened to the scene to remove all aboard, owing to the dangerous condition of the vessel of which the hull is badly damaged.

THE "SVERIGE" CRASH.

'PLANE TOWED INTO REYKJAVIK.

[THROUGH REUTER'S AGENCY.]

REYKJAVIK, June 10.

Capt. Ahrenberg's seaplane, the "Sverige," which was continuing its attempt to fly the Atlantic from Bergen to New York via Greenland, when it made a forced landing through engine trouble is being towed by the Icelandic. The inspection ship Odinn is making for the Vestman Islands.

Flight Resumed.

REYKJAVIK, June 11. The "Sverige" left for Reykjavik at 6.35 a.m., resuming her Transatlantic flight.

LATER. The "Sverige" returned to Reykjavik at 5 a.m.

THE KING OUT AGAIN.

EXCELLENT WEATHER AT WINDSOR.

[THROUGH REUTER'S AGENCY.]

LONDON, June 10.

The King was out to-day for the first time since his second illness developed.

His progress and the excellent weather the King should benefit from the fresh air. Accordingly, His Majesty spent half an hour in the grounds of Windsor Castle.

EIGHT HOUR DAY CONVENTION.

TO BE RATIFIED BY GOVERNMENT.

PREMIER LIKELY TO VISIT AMERICA.

[THROUGH REUTER'S AGENCY.]

LONDON, June 10.

According to the *Daily Herald*, the Government intends to proceed forthwith towards the ratification of the Washington Eight-Hour Convention, providing for the legal limitation of normal working hours in industrial undertakings to eight daily and 48 weekly.

The Convention was signed in Washington in 1919 but has not so far been ratified by Britain.

Convention to be Ratified.

GENEVA, June 11. Mr. Wolfe, the British Government delegate, announced amid enthusiasm of the delegates to the International Labour Conference that His Majesty's Government had decided to take the necessary steps to ensure the ratification of the Washington Eight Hours Convention at the earliest possible opportunity.

Mr. Wolfe stated that the Government also proposed shortly to ratify the Minimum Wages Convention and the Convention regarding the Seamen's agreements.

The "Conference of Three."

WASHINGTON, June 10. While high officials are most interested in the reports of Mr. Ramsay MacDonald's desire to confer personally with President Hoover, it is pointed out at White House that no official word has yet been received and until that is forthcoming White House officials prefer to remain silent.

Mr. Stimson, the Secretary of State, also declines to discuss the subject.

Don't Waste Water.

Despite official silence, observers in Washington are strongly of the opinion that the Administration would welcome such a meeting, which it is believed would bear good fruit, particularly as far as disarmament questions are concerned.

Definite Probability.

Diplomatic circles in London regard the visit to America by Mr. Ramsay MacDonald as a "definite probability."

It is an open secret that Mr. Baldwin, when Prime Minister, had accepted an invitation to visit the United States.

Mr. Ben Turner's Post.

An appointment of interest was announced to-day, Mr. Ben Turner having accepted the position of Under-Secretary of State for Mines.

Mr. Ben Turner is the President of the General Council of the Trades Union Congress, and as such, played a leading part in the negotiations with the Mond group of employers and the establishment of the Peace in Industry movement.

Rocks Ahead?

LONDON, June 11. The possibility of trouble ahead for the Labour Government as a consequence of the miners' bitterness over their defeat at the hands of the coal-owners three years ago is already the subject of discussion.

Miners are strongly represented in the new Commons and they are elated by the fact that all the candidates put up at the Election by their Federation were successful.

District coalfield agreements reached under the coal stoppage settlement expire in November and December, and undoubtedly the Federation will then renew their demand for a national agreement.

THE REPARATIONS REPORT.

AMERICA'S "KEEN SATISFACTION."

NO CHANGE IN POLICY.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, June 10.

The virtual settlement of the Reparations problem, has occasioned the keenest satisfaction in America, and President Hoover declared he believed that the adoption of the report would mark a great step forward in the situation in Europe.

Officials of the State Department generally are of opinion that adoption of the report will end the friction and irritation which existed in Europe after the war.

Meanwhile officials emphasize that there is nothing in the report which will bind the United States to reduce the German or Allied war debts and that the American Government does not contemplate a change in their debt policy.

INDIAN LOANS.

A MONEY MARKET INDEX.

[THROUGH REUTER'S AGENCY.]

SINLA, June 10.

Unfavourable developments in the international money market are reflected by the forthcoming India Government loans, yielding approximately half per cent. above normal.

The first loan is one not exceeding twelve crores of rupees, which is to be issued at 98.8, and will be redeemable between 1933 and 1944.

The second, not exceeding fifteen crores of rupees, is being issued at 98, redeemable in 1935. Both loans bear interest at the rate of five per cent.

It is noteworthy that Mr. Ben Turner, the new Under-Secretary for Mines, who is known as a "man of peace," and a strong believer in settlement by negotiation, was mainly responsible for the agreement between the Trades Union Congress Council and Lord Melchett's group of employers in the "Peace in Industry" discussions and he is *persona grata* with the miners' leaders.

Another Appointment.

Dr. T. Drummond Shiels has been appointed Under-Secretary of State for India.

Dr. Shiels, Labour member for East Edinburgh, started life as a professional photographer. Later he attended Edinburgh University graduating there as M.B. and Ch.B. He is yet another ex-Fabian member of the present Cabinet. He was a member of the Special Committee on Ceylon Constitution, 1927, and is specially interested in Public Health and in Colonial and Dominion questions.

A Related Result.

The Labour Party's majority over the Conservatives was further reduced when the result of the polling for the Combined Scottish Universities (St. Andrew's, Glasgow, Aberdeen and Edinburgh) was declared as follows:

Mr. John Buchan (Con.) 9,259
Sir George Berry (Con.) 9,282
Mr. D. M. Cowan (Lib.) 6,693
Dr. J. Kerr (Lab.) 2,867

The first three are elected.

State of the Parties.

Only one constituency is now outstanding, namely, Rugby, where polling was postponed owing to the death of the Labour candidate. The state of the parties is now as follows:

Labour 287
Conservative 258
Liberal 8
Independent 8

614

SIR AUSTEN AND THE LEAGUE.

MUTUAL EXPRESSIONS OF GOODWILL.

PLEASANT MEMORIES.

[BRITISH WIRELESS SERVICE.]

LONDON, June 10.

Immediately after his resignation of the office of Foreign Secretary, Sir Austen Chamberlain telegraphed as follows to the Council of the League of Nations now in session at Madrid:

"I deeply regret it is impossible for me to attend the present session of the Council to complete my part and to bid farewell to my colleagues and friends. I shall never forget the memory of the friendships which I have formed and shall always regard it as a privilege to have been permitted to assist the Council in such work. To all nations I express my lasting gratification for the unflinching and invaluable help."

The following reply to this message was telegraphed to Sir Austen Chamberlain:

"This mark of friendship which you have so kindly thought of sending to us has profoundly touched us. It has confirmed our assurance of personal bonds formed after long association. All my colleagues charge me to express to you their grateful memory of our works for the common good."

OIL INDUSTRY IN AMERICA.

GOVERNMENT CONTROL POSSIBLE.

[REUTER'S AMERICAN SERVICE.]

New York, June 10.

The Oil Producers' Conference at Colorado Springs, called by President Hoover, was opened to-day by Mr. Mark Segua, who was appointed to preside by President Hoover.

Mr. Segua hinted in his initial address that the Government might take control of the industry. If the industry was unable to co-operate, he said, he would urge "a rigid Government coercive regulation."

MULES AND THE BARRACKS GATE.

MILITARY PLAY SAFE.

Mules are rather expensive animals at times as the military authorities have had reason to discover. The gate (Queen's Road side) at the Murray Barracks seems to be a particular aversion of the temperamental animals, with the result that they have kicked it out of its hinges three times during the past few weeks.

The authorities, have however, decided to put a stop to all this nonsense. So the old gate is being removed, and a bigger one which will be out of "feet's length," erected.

HUGE POISON GAS DUMP.

ALARM IN RHINELAND.

BURIED BY AMERICANS IN 1919.

More than half of the 13,000 cylinders of poison gas found in a disused explosive factory outside Cologne in December last year have now been buried in a great vault, and the remainder will be similarly covered up in the course of the next fortnight.

An even more serious menace than this is now reported from a small town in French occupied territory, where, it is stated, a huge quantity of gas and gas preparations lies buried only three feet deep.

Arsenic Gas.

This is the remaining stock of the wartime gas shell filling factory, and at the instance of the American Occupation Forces the shells and cylinders were buried early in 1919.

It is reported that 15,000 shells containing arsenic gas, 1,500 Russian gas shells, 650 medium German gas mines, and 180 heavy German gas mines are buried in Cologne, and the question of the safe disposal of this dangerous mass is being considered by the German authorities.

A further dump at Mulheim, near Coblenz, contains some 5,680 shells of all calibres, including no less than 220 shells filled with yellow cross gas. Both these dumps are in French occupied territory, and public opinion demands that adequate steps should be immediately taken to render them innocuous.

Telegrams in Brief.

The French almanac Anchart and Rignot have arrived at Rangoon non-stop from Calcutta.

Pernar, Dranitch and Mintas, three of the leading lawyers of Zagreb in Jugoslavia, have been arrested with Dr. Politio, the newly elected President of the Zagreb Advocates' Association, after voting in favour of a resolution urging the Association to despatch a telegram to the King demanding the restoration of civil liberty. They will be tried by a special tribunal under the Defence of the Realm Act.

While landing at Dumdum Aerodrome, Mr. Van Lear Black's giant "Fokker" crashed and was wrecked. The five occupants were not injured but the remainder of the flight has been abandoned. Mr. Van Lear Black was en route to the Far East from London. He left Croydon early this month.

The Duke of Gloucester is delaying his homeward journey from Canada for a few days till his collar-bone is completely healed.

MYSTERIOUS AFFAIR IN LONDON.

ATTACK ON DIPLOMAT'S SON.

ODD COINCIDENCE.

[THROUGH REUTER'S AGENCY.]

LONDON, June 10.

The Police are investigating a mysterious attack on Mr. Roger Tilley, son of Sir John Tilley, British Ambassador at Tokyo.

Mr. Roger Tilley was returning to his home in Chelsea at midnight when a man stepped out from a doorway and felled him to the pavement with a blow on the forehead.

It is believed that the attack is a sequel to a sensational incident in Tokyo two years ago when a knife was thrown at him during a luncheon party at the British Embassy, Tokyo, on the occasion of the visit to Japan of the Crown Prince and Princess of Sweden.

The assailant then escaped. Mr. Tilley is of the opinion that the present assailant is the same man who threw the knife.

It is a strange coincidence that the Crown Prince and Princess of Sweden are at present in London on a visit.

EX-SERVICE MAN'S SUICIDE.

VICTIM OF SHELL SHOCK?

PATHETIC SHANGHAI CASE.

Shanghai, June 6.—"I find that Ernest Holroyd Booth committed suicide while temporarily insane on the night of Wednesday, June 5, by gas poisoning," held Coroner A. J. Martin at the conclusion of the inquest on Mr. E. Booth who was found sitting on a chair over the kitchen gas stove with all taps turned on enveloped in a thick blanket.

"Dr. T. M. Burton stated that Mr. E. H. Booth was unemployed, and was lately employed by Messrs. Weeks and Co. He last saw the deceased alive on June 4, at about 9.30 p.m. last night, he was called to see Mr. Booth by phone. He went to 224 Rue Port de l'Ouest, in the French Settlement. Mr. Booth was dead. The witness found the body lying in a small room, in which there was a small gas cooker.

"He was dead," continued the doctor, "and had all the appearances of gas poisoning. There was a strong smell of gas in the room. I can certify that death was due to gas poisoning. There was nothing to indicate foul play.

Return of Shell Shock Symptoms.

"I have known the deceased for over two years. He was never in good health. He was discharged from the army with shell shock. He suffered from asthma. He got notice from his firm in May because they were closing their Hankow branch, and he got an extra month's pay. I saw him at that time and he had symptoms of a return of shell shock. He was a morbid neurotic, and I arranged with the United Services Association for them to send him and his family home. I had warned his employers that he was liable to commit suicide; that was in April last."

Widow and Three Children.

Det. Sergt. G. J. B. Pryde related to the Coroner how he was sent to 224 Rue Port de l'Ouest with an ambulance and in company with a detective from the French police, at which address he found the deceased lying in a small room at the back of the stairs on the ground floor. The head was covered with a blanket. There was a gas cooking stove in the room and a very strong smell of gas. There was no evidence of foul play. Dr. Burton had already seen the body, and witness later removed it to the Public Mortuary.

Mrs. Booth, who is not enjoying good health, attended the inquest, also, and was a pitiable condition. The deceased leaves a widow and three infant children.

Mr. and Mrs. Booth had booked passages for England.

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Money and Markets

CANTON TRADE NOTES.

The kerosene market at Canton is quiet and prices are high. Supplies however are plentiful.

The salt market is exceedingly dull as arrivals and stocks are large and demand is short. The current prices vary from \$3.60 to \$5 per picul.

Large quantities of aerated water are imported daily from Hong Kong. There are several aerated water manufacturers in the city but the output is insufficient to meet the demand.

Since the fall of Wuchow to the pro-Nanking forces, large quantities of rice have arrived there from the country districts and only very limited quantities of foreign rice are being imported from Hong Kong.

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Many people will be making a pilgrimage to Yuetshing at Shun-hing at the 8th day of the 5th Moon (14th inst.) every year, to worship the "Mother Dragon," and the s.s. Tai Ming will resume sailing to Yuetshing and Wuchow this (Wednesday) evening.

Shipping business between Hong Kong and Yungkong has been on the decline for several months. This is attributed to the New Tariff. Since it has been enforced, foreign goods have found practically no market in Yungkong and this has hit shipping interests. Formerly vessels ran between Hong Kong and Yungkong every ten days but now they sail only once a month.

During the past few days, the tow-boats and steam launches plying between Canton and the country districts have been unusually busy, every craft being fully loaded with supplies to meet the Dragon Boat Festival market. Poultry and cattle have been arriving in large quantities and satisfactory return cargoes of rice and other foodstuffs are being obtained. According to shipping merchants, cargoes are double what is usually handled.

When Wuchow was being defended by the Kwangsi troops against the Canton Army business was at a standstill and most of the wealthy merchants fled. Now they have nearly all returned and business is carried on as usual. Kwangtung and Kwangsi silver coins have replaced the badly depreciated Kwangsi banknotes which were in compulsory circulation during the Kwangsi regime. They are now quoted at 10 cents to the dollar. Prices generally are still high.

CANTON MARKET REPORTS.

COTTON YARN.

According to telegraphic advices from Shanghai, prices of Japanese cotton yarns have advanced by two taels while Chinese goods are quoted as usual. The Canton market remains inactive and quotations are unchanged. Latest quotations are:

No. 42s	8426 to 8432
No. 32s	8368 to 8368
No. 20s	8264 to 8268
No. 16s	8258 to 8268
No. 12s	8245 to 8256
No. 10s	8228 to 8235
No. 6s	8188 to 8192
Raw Silk	
14/16	H.K. \$935
13/15 B.	910
Sugar	
Granulated, Coarse No. 2	89.00
Granulated, Coarse No. 3	7.60
Granulated, Fine No. 1	9.95
White, Waichow	9.35
Sugar Candy, Waichow	10.30
Brown, Namkong	10.50
Brown, Poklo	7.30
Brown, Tsengsheng	8.90
Poultry	
Fillet	\$112.50
Hen	82.00
Cock	101.40
Duck	68.60
Goose	68.40

Prices of Poultry are high as there has been a tremendous demand on account of the Dragon-bout Festival.

Per Picul
Fillet \$112.50
Hen 82.00
Cock 101.40
Duck 68.60
Goose 68.40

CANTON STOCK EXCHANGE.

CLOSING QUOTATIONS.

Water Works	\$3.60
Electric Light & Power	4.40
Canton-Hankow Railway	95.00
The Sun Company	121.00
Sincere Company	121.00
Nanyang Bros. Tob. Co.	3.90
Canton Tramways	2.90
China Merchants' Steam Navigation Co.	43.00
Central Bank of China	40.00

RUBBER.

A SHARP ADVANCE.

Messrs. Pentreath & Co. have kindly forwarded us the following letter, dated May 13, from Messrs. Hornby, Hemelryk & Co., Liverpool:-

After a period of rather quiet but comparatively firm markets, rubber has registered a sharp advance during the past few days, and spot has been done at 11 1/2d. At the close last night, the market was somewhat quieter with spot at 11 1/2d., July/Sept. 11 1/2d., Oct./Dec. 12d., Jan./Dec. 1930 12 1/2d.

The upward movement followed the receipt of the American Questionnaire figures for April, viz:- Consumption, 47,321 tons; arrivals, 54,171 tons; stock, 55,000 tons; stock, 107,000 tons.

The consumption figures almost equalled the most optimistic predictions and stimulated a good deal of buying by shorts in the London market, whilst, judging by the fact that the American market has improved at the same rate, they seem also to have induced some buying in that market. The consumption is very large considering the time of the year, and indicates considerable activity in the automobile industry. It also gives grounds for belief that the estimates regarding May consumption will also be justified.

In a few days the figures of shipments for the first half of May will be available, and also the amount of stock held by the Estates and Dealers in the East at the end of April. Should these figures be bullish, as it is confidently expected they will be, further activity may be expected on the part of shorts with probably some speculative activity in addition.

The situation is similar to that existing at the end of January when, it will be recalled, the price was forced up to 14 1/2d. for the October/December position, and we should not be surprised to see this price again.

We consider that the quantity of rubber to be consumed in America will probably exceed the figures estimated at the beginning of the year and may even exceed the shipments—big as they are.

Stocks: London 31,127 tons; Liverpool 4,384 tons. Our New York correspondents cable that May consumption in America is expected to exceed that of April, and that shipments from Malaya this month will show a decrease of 6,000 tons.

In another cable to hand this morning, our New York friends say that the statistical and technical position appears very healthy. The anticipated heavy May consumption accompanied by smaller shipments from the East should cause continued firmness.

Close New York last night:—July 22.60c., Sept. 23.20c., Dec. 23.60c.

SHANGHAI SHARES.

YESTERDAY'S QUOTATIONS.

The local office of Mr. H. Odell, stock and sharebroker, has received the following quotations on the Shanghai market, telegraphed yesterday:-

Ewo Mills	12.65
Oriental	2.20
Shanghai Cotton—	
Old	70 1/2
New	35
Shanghai Docks	130 1/2
New Engineering	6

All the above quotations are buyers. For Explorations quotations in Shanghai yesterday were 2 buyers, 2 1/2 sellers.

DYING WORDS OF SHOT ESCORT.

ARRESTED SOLDIER IN COURT.

Leslie Arthur Raveney, aged twenty-four, of the Royal Tank Corps, who was arrested after a dramatic five hours' chase at Stubbing Nook Plantation, near Newton-le-Willows, on the charge of murdering his escort, Leslie Godfrey White, aged twenty-four, made a brief appearance at a special sitting of Leyburn Police Court.

He was remanded to Leeds Prison. Superintendent Ventres, who asked for the remand, said that the first intimidation of the driver of the Army wagon had that anything was wrong was hearing a report which he took to be a burst tyre. He stopped the wagon and saw Raveney running across the fields. White exclaimed before he died: "He has shot me." Raveney said that he had no objection to the remand.

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

H.K. Banks	June 11, 1929.
Do.	\$1,245 1/2 nom.
Chartered Banks	\$198 1/2 nom.
Merchants' Banks, A. & B.	\$233 nom.
Do.	\$215 1/2 nom.
P. & O. Banks	\$24 nom.
East Asia Banks	\$24 nom.
Canton Insurance	\$24 nom.
Union Insurance	\$24 nom.
North China Ins.	\$160 buy.
Yangtze Insurance	\$150 nom.
China Underwriters	\$21 1/2 sel.
China Fire Insurance	\$200 buy.
H.K. Fire Ins.	\$215 nom.
Dongless	\$215 nom.
H.K. Steamboats	\$24 sel.
H.K. Tugs	\$20 sel.
Indo-China (Prof.)	\$200 buy.
Do. (Del.)	\$70 nom.
Shanghai Waterworks	\$10 1/8 nom.
Union Waterworks	\$22 nom.
Benguet	\$33 nom.
Kailash Mining	\$103 nom.
Langkai (combined)	\$14 nom.
Do. (single)	\$7 nom.
S'hai Explorations	\$14 nom.
Shanghai Loans	\$14 sel.
Railways	\$1 nom.
Tonghai Mines	\$17 1/2 nom.
H.K. & K. Wharf	\$18 1/2 sel.
H.K. & W. Docks	\$33 buy.
China Franchise	\$410 sel.
New Engineering	\$158 nom.
Shanghai Docks	\$158 buy.
Ewo Cottons	\$15 sel.
Oriental Cottons	\$15 buy.
S'hai Cottons (old)	\$15 sel.
Do. (new)	\$15 sel.
H.K. & S. Hotels	\$270 nom.
H.K. Lands	\$24 nom.
Shanghai Land	\$11 buy.
Humphreys Estate	\$13 sel.
H.K. Realities	\$17 buy.
H.K. Tramways	\$18 1/2 sel.
Peak Tram (old)	\$11.80 buy.
Do. (new)	\$8.05 nom.
Star Ferries	\$66 1/2 buy.
China Lights	\$14 sel.
Do. Ex Rights	\$12.80 buy.
Do. Rights	\$7.50 buy, 8 sel.
H.K. Electric	\$551 buy.
Macao Electric	\$247 nom.
Sandakan Lights	\$2 sel.
Telephones	\$7 buy.
China Buses	\$144 buy.
Singapore Tractions	\$113 sel.
Do. (Prof.)	\$18 nom.
China Sugars	\$50 sel. buy.
Malayan Sugars	\$27 nom.
Canton Ice	\$1.80 buy.
Cementa (combined)	\$8 sel.
Do. (old)	\$78 nom.
Do. (new)	\$140 nom.
H.K. Ropes	\$7 sel.
United Asbestos	\$45 buy.
Dairy Farms	\$11 nom.
Tasmanian	\$11 nom.
De A. Wines	\$50 sel. buy.
Leas Crawford	\$2 sel.
Macintoshes	\$11.80 buy.
Sinceres	\$11.80 buy.
Wm. Powells	\$3.48 div. sel.
H.K. Amusements	\$294 buy.
H.K. Constructions	\$113 sel.
H.K. Indus. G. Bonds	\$77 nom.
H.K. Govt. Loans	\$47 prem. buy.
buy—buyers; sel—sellers; sa.—sales; nom.—nominal.	

300,000 MENTAL DEFECTIVES.

HIGHER PROPORTION AMONG MALES.

Eight per thousand of population of England and Wales, representing a total of 300,000, are mental defectives.

Mental deficiency is 30 per cent. higher among boys than among girls, and 33 per cent. higher among men than women.

These are among the many remarkable facts that emerge from the report of the Mental Deficiency Committee (a joint committee of the Board of Education and Board of Control) that was issued recently, and the report claims, after a résumé of the committee's work, that the nation should assume a direct responsibility.

Hope for Some.

"We must confess that we can offer no satisfactory explanation of this sex difference," writes Dr. E. O. Lewis, a famous medical investigator, whose services were secured by the committee.

"There is some statistical evidence, however, to support the view that pathological conditions are more frequent among male than female children; and one proof of this is the higher infant mortality among boys than girls."

It is according to the investigators, hope for some of the victims—who are less affected than others—"Idiot"—persons so deeply defective in mind from birth or from an early age as to be unable to guard themselves against common dangers—are the lowest grade, "so low as to be scarcely capable of receiving permanent benefit from any form of training. Seldom can they be trained in clean habits, to dress themselves, or to use a knife and fork when feeding. Most idiots require during their whole life the attention, nursing and care that have to be given to infants."

Mayor of Coventry fining a man for being drunk and disorderly: What are you? Man: A politician. The mayor: You will have to whistle a different tune from what you did.

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Pres. Taft, June 27, 10 a.m. Pres. McKinley, June 27
Pres. Jefferson, June 30, 10 a.m. Pres. Grant, June 28

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Pres. Johnson, June 24, 5 a.m. Pres. Van Buren, June 25, 5 a.m.

To Manila

Pres. Madison, June 18, 6 p.m. Pres. Taft, June 6, 6 p.m.
Pres. Pierce, June 22, 6 p.m. Pres. McKinley, July 10, 6 p.m.
Pres. Johnson, July 14, 6 p.m. Pres. Jefferson, July 10, 6 p.m.

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THE Steamship "CITY OF ATHENS" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 17th June, 1929, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before 24th June, 1929, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD.

General Agents: Hong Kong, 11th June, 1929. [7839]

WOMAN BANISHED FROM THE SHOPS.

IMPRISONMENT PROVES OF NO USE.

Mrs. Ada Fulcher, aged fifty, of Beresford Road, New Malden, who was accused at Kingston Police Court of shoplifting, was bound over for two years on condition that she did not enter a shop during that time.

Mr. J. A. Drewett, the chairman of the Bench, said that they were of opinion that imprisonment would not help in this case. It was clear that there was something wrong with Mrs. Fulcher's state of health.

Mrs. Fulcher gave the undertaking, and declared, "No shopping will ever be done by me again."

Detective-Sergeant Summers said that last September Mrs. Fulcher was sent to prison for shoplifting, and she had been previously fined for a similar offence. She had a "lovely" home, and there was no need for her to steal. She received special medical treatment while in prison.

Sutherland (H.A.T.) left Shanghai June 11 due Hong Kong June 13.

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SANITARY BOARD AGAINST OPENING OF WELLS.

HEATED DISCUSSION AT YESTERDAY'S MEETING.

DOES CONTAMINATED WATER HURT CHINESE PEOPLE?

THE GOVERNMENT CENSURED IN WORD AND BY IMPLICATION.

A heated discussion occupied the members of the Sanitary Board for well over an hour yesterday on the following motion proposed by Mr. Wong Kwong Tin:—"That, in order to reduce the demand on reservoir water, this Board recommends that the Government should instruct the Building Authority as a temporary measure to approve of every application for the sinking and re-opening of wells, except in cases where existing structures may be endangered, the water derived from such sources to be utilised for washing and cleansing, reserving reservoir water for the purpose of drinking and for the preparation of food."

The Chinese members Messrs. Wong Kwong Tin, T. N. Chau and M. K. Lo, were strongly in favour of re-opening old existing wells, on the ground that possible danger therefrom of an epidemic was no greater than the present danger arising out of the use of nullah water and from aspects of the shortage of water.

The Hon. Mr. J. P. Braga, speaking against the motion argued that the yield of water would in any case be small, and gave an interesting summary of reports on 14 of the 39 wells which might possibly be opened. Of this 14 only 3 were, he said, of any use.

WHEN DOCTORS DISAGREE.

Dr. Koch made several pointed references to the attitude of the Government in the past on the subject of the water supply of the Colony.

Dr. Koch voted for the motion, although he said that he could not go all the way with Mr. Wong Kwong Tin.

Dr. Fawcett, the Medical Officer of Health, opposing the motion, pointed out the extreme danger of re-opening, condemned wells. If the proposer of the motion would explain to him how he was to cope with an outbreak of cholera he would be prepared to reconsider his decision to oppose the motion tooth and nail.

The Director of Public Works also reminded the Board that "dozens of wells had been opened."

Four members voted for, and four against the motion and the President Mr. W. J. Carrie giving his casting vote against, the motion was lost.

DANGER OF TYPHOID AND CHOLERA?

MR. WONG KWONG TIN'S ARGUMENT.

Simple and Effective Remedy.

In moving the resolution Mr. Wong Kwong Tin said:—"The problem we have to face is not that we have insufficient water—we are surrounded by water—but that we have insufficient water for a specific purpose, that is for drinking and for the preparation of food. The fact that there is a shortage of high grade water should induce the strictest conservation of the supply, what do we find? Such water is still being put to other uses: Tap water, which should be reserved, is being used for a purpose which well water would adequately fulfill."

The water supply of this colony has now reached a crisis. The most pressing question is not what we are going to do about the future—of course it is welcome news to learn that a pipe line is being laid across the harbour—but what are we going to do now? It is instant relief that the public seeks. Can we provide instant relief?

It seems to me that the motion I am bringing forward is a simple, effective remedy. Little or no cost need be incurred by the Government and the remedy I am suggesting is so simple that I am astonished it has not been carried out long before now. Is it because it is too simple?

Adequate Safeguards?

I have framed the motion in the form of a recommendation, because although this Board is empowered to order the closing of insanitary wells, no power is given to this Board to permit of their being opened, such power being vested solely in the Building Authority. Further, the remedy suggested is introduced as a temporary measure in order that any member of this Board, who doubts the advisability of permitting a continuous supply of well water, may be assured that as soon as condition again become normal, these wells will be closed.

The motion amounts to a general granting of permission to open wells, except in cases where danger might be caused to some existing structure. When a well is opened it does it does not necessarily pass out of the control of this Board, which has still power to order its closing if it should prove insanitary.

Two objections have been put forward. The first is that once well water is made available, there is washing and cleansing, it will most likely be used for drinking.

To that my answer is, if a person chooses to drink unwholesome water, there is nothing to prevent him from doing so. Supplies of unwholesome water are available now. What are coolies obtaining from the hill nullahs but in the main cast-off water of some Peak mansion? Can it be said that well water is more contaminated than gutter water mixed with kitchen refuse which is now being drawn for use from the nullahs beside Peak Road and generally? Can the law prevent the drinking of water from such sources? It is my contention that if people were advised to drink only reservoir water and to use well water for washing such advice would be observed.

Is Contaminated Water Dangerous?

The second argument arises out of the first, that if well water were used for drinking, it would be difficult to prevent outbreaks of cholera and typhoid. I venture to assert that even if well water were as used, outbreaks of cholera or typhoid are not bound to follow. Would our Medical Officer of Health and other Medical Experts maintain that the opening of wells and such epidemics go together as cause and effect? Would they say that as soon as wells are opened there will be an outbreak of cholera or typhoid? I, on the other hand, am bold enough to declare that as soon as wells are opened, immediate relief will be given to the water situation.

Then I might ask, what do they use in Macao and in a great part of the mainland but well water, and are there outbreaks of cholera or typhoid there? Have not some of us who have visited Canton seen the floating population using river water for drinking purposes and surviving? The secret appears to be that however unsafe water may be, it immediately becomes safe on being boiled, a habit generally observed by the Chinese who make up 93 per cent. of the Colony.

I must admit that if wells are freely dug, the possibility exists that some may contain polluted water and I suggest that heavy doses of Chloride of Lime be used in such cases.

Inaction Must Be Fought Against.

In my opinion the opening of wells is the best solution and if any member can suggest a better scheme, I shall only be too willing to support it. It is inaction that this Board has to guard against. The public needs water—a pressing need indeed, and I suggest a means of supplying it. Let others come forward with their schemes, but let no one attempt to pull mine to pieces without bringing forward constructive suggestions.

Carrying Precautions too Far?

Mr. T. N. Chau, in moving the motion said that although he was not in agreement with every one of

Mr. Wong Kwong Tin's remarks, he had not the slightest doubt that the re-opening of old wells and the sinking of new ones should do much to relieve the demand on the depleted reservoirs. He continued:—"It is true that the Government is sparing no efforts to obtain supplies from various sources, but such supplies will not be sufficient to dispense with what we can secure from wells, especially on the higher levels. While I appreciate that every precaution should be taken to ensure that the well water should not be the means of spreading disease and should, as far as possible, be confined to washing and cleansing purposes, such precautions should not be carried to the length of prohibiting the opening of any wells whatsoever."

If they were correctly reported, the Hon. Dr. Kowall and the Hon. Dr. Tse in an interview with the Press a few days ago, said that His Excellency the Governor had no objection to the opening of any well provided the Hon. Director of Medical and Sanitary Services reports to him that its water is good. I earnestly appeal to all members of this Board to give the experiment a trial which, after all, is only a temporary measure to meet the present emergency; which has the merit of being simple and economical; and which, in addition, has already provided for it the safeguard imposed by H.E. the Governor.

MR. J. P. BRAGA OPPOSES.

Small Supply And Great Danger.

The Hon. Mr. J. P. Braga opposed the motion. In addressing the Board he said this was the third time within the past twenty years that a motion similar to that under discussion has been brought up at a meeting of the full Board. In 1909 the Hon. Dr. Tse's resolution was defeated. In 1922 Sir Shouson Chow's motion met a similar fate. That the Chinese members should feel deep concern over the acute water shortage no one would dispute. Indeed, it speaks much for their public spirit that they are exhibiting so much active interest in the matter. The Chinese concern and anxiety are shared by all classes of the community alike, whose sympathy for the difficulties and trials of the industrial and working classes is only equalled by their eagerness to provide a solution for a problem in which the best talents in the Colony, gathered from all sections of the inhabitants, are combining in order to devise the quickest and the most efficient remedial measures to meet a situation without precedent in the history of the Colony.

Assuming, for the sake of argument, that the resolution just proposed and seconded is adopted, do its supporters believe that the benefit derivable from the re-opening of a few wells in the urban areas of the Colony is going to yield any appreciable quantity of water so as to afford relief to the poorer inhabitants commensurate with the risks involved to public health in an outbreak of typhoid or cholera traceable to sewage-contaminated water? At best the yield is so negligible that it need not be taken into account for all practical purposes.

The Wells Examined.

Two prominent Chinese residents in their public spirit submitted a list of 12 wells on different sites which, it is suggested, might be re-opened. Additional to this list another was circulated giving the location of 27 other wells, known to have been in existence before the general closure went into force. Minute examination and reports were called for from the District Inspectors and in every case the reports were made the subject of critical comments by the Medical Officer of Health. A summary of no less than fourteen separate reports from the Board's officers reveals the following facts:—6 wells were on private land and are of no use; 1 well was too shallow and is "no good"; 1 private well, water distinctly polluted; 1 built over; 1 illegally opened and now in use; 1 available at Fung Yuen Lane; 1 could be used at 41, D'Aguilar Street; 1 might be available at 210, Queen's Road West, in premises used as a Chinese restaurant; 1 private well at the Rope Factory with 2 or 3 ft. depth of water used for the Company's boilers and W.C.'s. Two pumps are installed in this well, one of which is used by the people for drawing water.

Fourteen out of the 39 well sites in the combined list are thus accounted for; the others have either been built over and, therefore, no traces could be found of them or are otherwise unavailable for re-opening. Of the 14 mentioned only five are of any use, and of these one is actually in use in contravention of the Board's orders, and of the remaining four that one within the Rope Factory compound is now serving the people who go to the pumps and draw their supply from the well.

No Springs on the Island.

Moreover in the opinion of an expert who was invited by the Government to visit Hong Kong and report on the possibility of sinking artesian wells on the Island, that expert could not find any springs in the geological formation of the Island—my old friend Mr. The Tan Tai notwithstanding—to support the view that artesian water could be found in appreciable quantities.

Sympathy With Sufferers.

I emphatically disclaim any unsympathetic attitude towards the real hardships caused by the water famine. He must, indeed, be a hardened, callous resident who is indifferent to the appealing scenes of long queues of working people waiting patiently for hours for their daily quota of the precious fluid which it takes many long, wearying hours to obtain. More than once at this Board have I protested against the luxurious waste of filtered water from the mains for flushing purposes when the poor people were reduced to short commons and I say that, had the recommendations in 1920 of the Economic Resources Committee, of which Sir Robert Ho Tung was the Chairman, been acted upon by the Government of the time and not shelved as they have been, the Colony might not be in the sorry plight that it is to-day. Besides the Chairman, the Report was also signed by the late Mr. Lau Chu Pak, and Messrs. D. O. Russell, G. T. Edkins, K. E. Greig and Sir Show Son Chow. The following is an extract (p. xxii):—

"The (Aberdeen paper) Mill is under agreement with the Government to supply water from its reservoir to all the inhabitants of the region as well as the floating population of the whole Aberdeen village and Apichau. There is ocular evidence that the population of Aberdeen is increasing and more water for potable purposes will be required and the question arises whether the existing reservoir is sufficient for both purposes, viz., supplying the needs of the village community and also of the Paper Mill. The labour force for the Mill is not more than 100 persons, and as we are of opinion that the population in this locality is increasing independently of the Mill's requirements of labour, there is perhaps ground for asking the Government to find some other means of water supply either by an enlargement (if practicable) of the existing reservoir, or by a line of pipes from the Government's main water supply. We are also of opinion that it might be a matter for enquiry from the Public Works Department whether there is anything in prospect that would alleviate the present situation."

A Matter for the Executive.

I am open to correction when I say that, among the water emergency measures now adopted, the Executive is alive to the fact that if wells could be opened with safety the Hon. Director of Medical and Sanitary Services is the proper official to submit his recommendations in this matter to the Government. But it is a most hazardous risk for this Board, whose functions are those of guardians of the public health, to adopt a Resolution framed with the best intentions in the world but fraught with dangers the responsibility regarding which this Board should not be called upon to assume. I, for one, convinced that it is not in the best interests of the Colony's inhabitants, will vote against the adoption of the motion. Indeed, I go further and say the interest of the mass of the people in Hong Kong is best safeguarded by the dissolved wells remaining closed. If they should be opened, I fear such ill-considered action might prove to be a case of the cure being worse than the disease.

DR. KOCH'S WARNING.

Danger from Flushing and Washing Water.

Dr. Koch, who spoke in favour of the motion, "with amendments," said that he thought the mover referred especially to opening new wells if sites could be found. Well water could be above suspicion and he would not be in the least against such a proposal, but when it came to re-opening old wells which had been closed after careful consideration by the Board, he felt that Mr. Wong Kwong Tin's optimism was "exotic." There was not the least doubt that if the water from these wells was used even for flushing and washing, diseases in an epidemic form which would be very dangerous to the Colony might break out. He did not refer only to typhoid and cholera, but to other diseases which were uncomfortable and dangerous.

With reference to the plea that people in Macao and Canton drank river water, he would point out that there was no evidence that they suffered no damage. Because the speaker had seen a man drink and had not seen him at once fall down dead did not prove that he suffered no ill effects. He could not see the practicability of purifying the wells, unless the water was pumped from them into a water works.

The Government Criticised.

He was gratified to notice that at last the Government seemed to be acting on the advice of experts. If they had done so before the present crisis would not have arisen. Several years ago he had put forward a scheme to save water by having a rain water tank attached to each house. This report had been shelved, but perhaps the suggestion, which he proceeded to elucidate, might be thrown out again, for at long last the Government had realised that it was better to save water than to have it and who had been here for donkey's years.

He would like to know why the officers of the Government who sat at the meetings while the Board spoke on these motions were muzzled. "They sit and say nothing. A fortnight later we get a polite and curt note from the Government to say that our resolution has been noted, and thanking us for our interest."

"I am in favour of Mr. Wong Kwong Tin's motion," he concluded, "though I cannot go as far as he does."

MR. M. K. LO'S QUALIFIED SUPPORT.

Mr. M. K. Lo also felt that he could not go all the way with the proposer of the motion, and he thought that they should be more balanced in their discussion, avoiding both the exuberance of Mr. Wong Kwong Tin and the dark foreboding of Dr. Koch.

In the section of the ordinance quoted by Mr. Braga it was clear that wells might be opened, and that the Building Authorities must judge, each case on its merits. In any case a further section provided that if the well proved to be contaminated the Board could step forward and close it.

He had reason to believe that the Building Authorities regarded these sections as meaningless; no permission had ever been given for the opening of any well since the date of the two motions quoted by Mr. Braga.

A Bean Geste.

Mr. Lo continued: that he considered that the Colony was in any case at present facing a menace to health in the water shortage, and he urged the Board to adopt the motion as a gesture from those who lived in the meter districts to those who lived in the rider main districts when it really meant so little as yet would mean so much to those in the rider main districts if they gave them what they asked.

"I ask you," he concluded, "to vote for this motion knowing that the Colony will not all die of disease if you do support it."

THE DIRECTOR OF PUBLIC WORKS.

MANY NEW WELLS OPENED.

The Hon. Mr. H. T. Creasy, perhaps in order to prove that he was not "muzzled," said that he knew of no occasion when an application for the opening of new wells had been refused by the Building Authorities. Applications for the re-opening of wells were refused on the ground that they had been closed by order of the Sanitary Board.

THE MEDICAL OFFICER OF HEALTH.

Strongly Opposes the Motion.

Dr. Fawcett, Medical Officer of Health, prefaced his remarks by saying that after all that they had heard it was difficult to pick out points, but he felt that some big things had been overlooked. There had been talk of the risk to health owing to the present water shortage but he could not think this so serious as the dangers of re-opening condemned wells, and he would oppose the motion tooth and nail. He had been amazed to hear members proposing a step which would have shocked medical men thirty or even fifty years ago.

Purification Not Possible.

The purification of the water in these wells was far more difficult than these members seemed to realise. A special staff on full time duty would be required, for as the treated water was drawn fresh polluted water would enter to take its place. A man would have to be present at each well pouring in disinfectant, which was not a practical proposition.

It was difficult in a few words to explain the danger of shallow wells from subsoil or surface; and this supply must be contaminated because it was obtained solely from leakage from sewers, the street drains and the rain water which percolated through the dirty surface soil. There seemed to be an assumption that one had only to dig a hole to get water, but the only water on the island was what fell on it. If a man dug a well he was taking water from another man's well, and his sewage. If the mover of the motion would explain how he was to cope with an outbreak of cholera he would reconsider his decision.

Typhoid Menace.

He had received excellent support from Mr. Braga to all of which he agreed. Mr. Lo had said that the Board had power to re-close a well which proved to be a danger to public health, but that was locking the door after the horse had been stolen. A well might be in use for days before its opening came to the notice of the Board. If a man chose to be so foolish as to drink contaminated water and he got typhoid, he did not either particularly care, but he would not have any sympathy for the disease. Typhoid was a much more disease. (Continued on next column.)

"RILEY THE COP."

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A COMEDY OF THE POLICE AT THE QUEEN'S.

[BY OUR FILM CRITIC.]

"Riley the Cop," a large sized American-Irish policeman goes to Europe to execute an extradition warrant—and the film is a comedy. Baiting the policeman is a good old English sport which seems to have spread to America, and there as in England, the police of European countries are the best joke of all. You are introduced to two American policemen, one Irish-American and the other German-American, who like each other as well as a cat likes a dog. Then the passing of fifteen minutes gives you a picture of German policemen "in the rough" in their native land, but although they are presented according to the traditions of the comedy stage and comic opera, they are at the same time shown to be a very kindly body of men. Our policeman hero is not allowed to return home, however, until his French brothers of the truncheon have had a good showing.

Riley himself is a fat goodnatured old ruffian and his prisoner (David Rollins) has considerable difficulty in keeping "him on the straight and narrow path back to dry America. A plump and jolly girl from a Munich beer garden also makes it hard for Riley to go and subsequently follows him to America.

Riley is played with humanity and a considerable sense of humour by Farrell MacDonald, while Louise Fazenda plays the siren of Munich. The story moves quickly and has plenty of amusing incidents, a good deal of which is provided by Billy Bevan as the Paris cabman. While I cannot say that I found "Riley the Cop" quite as amusing as "Brotherly Love," it is none the less, a picture which is well worth seeing if you enjoy a laugh.

SORRELL AND SON.

STORY OF ENGLAND AT THE STAR THEATRE.

With beautiful scenes filmed in London, the screen version of Warwick Deeping's story of England after the war, "Sorrell and Son," comes again to the Star Theatre on Sunday. The picture follows closely to the original story, and the opening scenes find Captain Stephen Sorrell, M.C. returning from the war to discover his pleasure loving wife in the act of running away. With his young son to bring up, Captain Sorrell sets about getting work, but in the end he is compelled to accept the position of hotel bar porter. How he "carries on" for the sake of his son, whose future is his chief regard, makes the story. Produced by Herbert Brenon, the director of "Peter Pan," "A Kiss for Cinderella" and "Beau Geste," the picture has a big cast led by H. B. Warner, Anna Q. Nilson, Carmel Myers, Lionel Belmore, Nils Asther and Alice Joyce.

THE WINNER WE ALL DREAM OF!

\$15,193 DIVIDEND AT KIANGWAN.

A WORLD'S RECORD.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, June 11. A world record for pari-mutuel dividends was established this afternoon on the Kiangwan racecourse when Robledo came in first paying \$15,193.

There was only one backer, the jockey, Billy Tingle, an athletic instructor at a public school for boys, and formerly a prominent boxer in Australia and Shanghai.

serious menace to Europeans than it was to the Chinese who seemed to have become practically immune, and the presence of a number of young men and women out from Europe in the Colony seemed to him very important. His mission on the Board was not to cure but to prevent disease, and he felt that the risks in opening the wells were far greater than the very doubtful benefit.

An Appeal to Chinese Members.

The President, Mr. W. J. Carrie, said that it was a pity that in the wording of the motion the sinking of new wells had been combined with the re-opening of old ones. He felt he had to oppose the motion as in his opinion any other means of obtaining water was preferable to the re-opening of wells. He trusted that the Chinese members would do their utmost to prevent illegal re-opening of condemned wells.

KOWLOON COURT CASES.

MAGISTRATE'S ADVICE TO GIFFORD.

The additional sentence of two months' hard labour imposed on Douglas Gifford (convicted of obtaining money by threats and given three months' imprisonment) by Mr. T. S. Whyte-Smith at the Kowloon Magistracy last week in default of payment of a bond for good behaviour which defendant signed last year, was yesterday remitted by the Magistrate.

After announcing his decision his Worship said, "I often used to wonder why you were constantly in Court here. I did not know then about your previous conviction and I used to think that you were a person of leisure interested in criminology or something of that kind. I see now that any interest of that kind that you have had was of a sinister nature. I advise you that when you come out of prison you should get some more useful employment instead of sitting in Court here. Will you take that to heart?"

ON W.D. PROPERTY WITHOUT PERMIT.

A Chinese employed on night duty at the Whitfield Barracks was fined \$5 for being found on the Barracks without a pass. Defendant produced a permit, which the prosecution stated he did not have in his possession at the time. Defendant was also seen taking water out of the barracks in company with some other men, who had managed to escape.

WOMAN BANISHEE SENTENCED.

A Chinese woman who was banished for ten years was found in the Colony and arrested. She pleaded that she came back to settle her late father's affairs.

BAD COMPANIONS.

A young Chinese boy was convicted by Mr. E. W. Hamilton of stealing a gold bangle from a girl living at the same flat. The boy said that he fell in with some roughs who forced him to join their guild and to steal the bangle to pay for the membership.

HOME CRICKET.

NOTTS DEFEAT MIDDLESEX.

SOUTH AFRICANS BEATEN.

[THROUGH REUTER'S AGENCY.]

London, June 10. Notts, playing at Nottingham against Middlesex, batted first and knocked out 287 runs. Middlesex responded with 187, Barratt taking six wickets for 65 runs.

In their second bid Middlesex were dismissed for 110 runs. A. Staples took five wickets for 34 runs. Notts won by an innings and 90 runs.

Hants v. Leicestershire.

Playing on their own ground at Leicester, with Hampshire as the visitors, Leicestershire went to the wicket first, but scored only 138. Hants was responsible for 5 wickets for 23.

Hampshire were accounted for when 150 runs had been run up. Geary took 8 for 43.

In the second venture Leicestershire faced even worse than before, the whole side being disposed of for a total of 109. Hants again bowled well, taking five wickets at the cost of 28 runs. Left with only 93 runs to win Hampshire got them for the loss of only two wickets, thus winning the match by eight wickets.

Gloucester v. Somerset.

Gloucestershire won by 64 runs. Scores:— Gloucestershire: 184 (Wellard 6 for 82), and 236 (Wellard 5 for 83). Somerset: 144 (Gouldworthy 6 for 47), and 212.

Essex v. Glamorgan.

Essex beat Glamorgan by 10 wickets. Scores:— Glamorgan: 133, and 123. Essex: 252 (O'Connor 100, Jones 6 for 50) and 8 for 0 wickets.

Lancashire v. South Africans.

Lancashire beat South Africans by 6 wickets. Scores:— South Africa: 185 and 180. Lancashire: 131 and 145 for 4.

ADVERTISED SAILINGS FROM HONG KONG.

ALEXANDRIA.

Pres. Adams, Dollar, June 18.
Pres. Harrison, Dollar, June 30.

AMOI.

Haiching, Douglas, June 14.
Tijlboort, J.C.J.L., June 14.
Tijlboort, J.C.J.L., June 14.
Kiangchow, B. & S., June 16.
Haining, Douglas, June 18.
Kumsang, Jardine's, June 18.
Sunning, B. & S., June 18.
Anhui, B. & S., June 23.
Tjikembang, J.C.J.L., June 24.
Hoang, Jardine's, June 29.
Tilawa, B.I., June 29.
Tjikini, J.C.J.L., June 29.
Sirdhama, P. & O., July 3.
Talamia, B.I., July 4.
Kutsang, Jardine's, July 10.

ANTWERP.

Asuta Maru, N.Y.K., June 15.
Jeyapore, P. & O., June 15.
Malaya, Manners, June 27.
Kashima Maru, N.Y.K., June 29.
Siam, Manners, June 30.

AUSTRALIAN PORTS.

Changie, B. & S., June 18.
Calulu, Dodwell's, June 22.
Tango Maru, N.Y.K., June 24.
St. Albans, E. & A., July 5.

BALTIMORE.

Main, Melchers, June 20.
Malaya, Manners, June 27.
Trier, Melchers, June 29.

BALTIMORE.

City of Mobile, Bank, June 15.
Larchbank, Bank, June 21.
Machon, B.F., July 8.

BANGKOK.

Kingyan, B. & S., June 12.
Kwangchow, B. & S., June 15.
Hellas, Thoreson's, June 16.
Hellas, Thoreson's, June 23.
Kalgan, B. & S., June 23.
Hirundo, Thoreson's, June 30.
Hiram, Thoreson's, July 7.

BELAWAN DELI.

Main, Melchers, June 20.
Van Heutz, J.C.J.L., June 20.
Trier, Melchers, June 29.
Lahn, Melchers, July 17.

BOMBAY.

Rajputana, P. & O., June 22.
Tattori Maru, N.Y.K., June 27.
Mirzapore, P. & O., July 9.

BOSTON.

City of Mobile, Bank, June 15.
Pres. Adams, Dollar, June 18.
Takaoka Maru, N.Y.K., June 19.
Japanese Prince, Furness, June 20.
Larchbank, Bank, June 21.
British Prince, Furness, July 4.
Machon, B.F., July 8.
McMaster Castle, Dwell's, July 10.

BREMEN.

Zosma, J.C.J.L., June 17.
Main, Melchers, June 20.
Trier, Melchers, June 29.

BRINDISI.

Fiume L., Dodwell's, June 21.
Venezia, Dodwell's, July 5.

CALCUTTA.

Talpa, B.I., June 14.
Morioka Maru, N.Y.K., June 15.
Yuenyang, Jardine's, June 17.
Gurna, B.I., June 25.
Sanchia, B.I., July 4.

CEBU.

Washington, S.S.S., June 17.
Golden Tide, S.S.S., June 21.
Michigan, States S.S., July 2.

CEZFOO.

Kueichow, B. & S., June 13.
Hutchow, B. & S., June 25.

COLOMBO.

Sauerland, J.C.J.L., June 14.
Atsuta Maru, N.Y.K., June 15.
Fiume, Dodwell's, June 15.
Jeyapore, P. & O., June 15.
Pres. Adams, Dollar, June 18.
Angers, M.M., June 20.
Majin, Melchers, June 20.
Rajputana, P. & O., June 22.
Gleniffer, Jardine's, June 24.
Kashima Maru, N.Y.K., June 27.
Kashima Maru, N.Y.K., June 29.
Perim, P. & O., June 29.
Trier, Melchers, June 29.
Pres. Harrison, Dollar, June 30.
General Metzinger, M.M., July 2.
Oldenburg, J.C.J.L., July 2.
Venezia, Dodwell's, July 5.
Kushgar, P. & O., July 6.
Mirzapore, P. & O., July 9.

COPENHAGEN.

Delhi, Gilman's, June 14.
Canton, Gilman's, June 26.
Malaya, Manners, June 27.
Siam, Manners, June 30.

DALNY.

Lahn, Melchers, June 14.
Yingchow, B. & S., June 16.
Luchow, B. & S., June 23.
Derfflinger, Melchers, July 2.
Isar, Melchers, July 13.

DUTCH PORTS.

Sauerland, J.C.J.L., June 14.
Delhi, Gilman's, June 14.
Jeyapore, P. & O., June 15.
Asuta Maru, N.Y.K., June 15.
Main, Melchers, June 20.
Gleniffer, Jardine's, June 24.
Gleniffer, Jardine's, June 24.
Perseus, B.F., June 25.
Canton, Gilman's, June 26.
Malaya, Manners, June 27.
Kashima Maru, N.Y.K., June 29.
Siam, Manners, June 30.
Oldenburg, J.C.J.L., July 2.
City of Cambridge, Bank, July 10.
Sarpedon, B.F., July 10.

FOOCHOW.

Kueichow, B. & S., June 13.
Haiching, Douglas, June 14.
Haining, Douglas, June 18.

GENOA.

Dakar Maru, N.Y.K., June 13.
Sauerland, J.C.J.L., June 14.
Pres. Adams, Dollar, June 18.
Zosma, J.C.J.L., June 17.
Cyclops, B.F., June 20.
Trier, Melchers, June 29.
Pres. Harrison, Dollar, June 30.
Oldenburg, J.C.J.L., July 2.
Derfflinger, Melchers, July 27.

GLASGOW.

Cyclops, B.F., June 20.
Sarpedon, B.F., July 10.

GOTHENBURG.

Delhi, Gilman's, June 14.
Malaya, Manners, June 21.
Canton, Gilman's, June 26.
Siam, Manners, June 30.

HAIKONG AND HOIHOW.

Kingyan, B. & S., June 12.
Hellas, B. & S., June 14.
Canton, M.M., July 17.
Tonkin, M.M., June 18.

HAMBURG.

Sauerland, J.C.J.L., June 14.
Delhi, Gilman's, June 14.
Jeyapore, P. & O., June 15.
Zosma, J.C.J.L., June 17.
Main, Melchers, June 20.
Gleniffer, Jardine's, June 24.
Perseus, B.F., June 25.
Canton, Gilman's, June 26.
Malaya, Manners, June 27.
Kashima Maru, N.Y.K., June 29.
Trier, Melchers, June 29.
Siam, Manners, June 30.
Oldenburg, J.C.J.L., July 2.
City of Cambridge, Bank, July 10.
Lahn, Melchers, July 17.

HAWAII.

Cyclops, B.F., June 20.
Malaya, Manners, June 27.
Siam, Manners, June 30.

HONOLULU.

Tenyo Maru, N.Y.K., June 12.
Pres. Cleveland, Dollar, June 18.
Pres. Pierce, Dollar, July 2.
Edipae, States S.S., July 7.
Anyo Maru, N.Y.K., July 9.
Shinyo Maru, N.Y.K., July 10.

ILOILO.

Washington, S.S.S., June 17.
Golden Tide, S.S.S., June 21.
Michigan, States S.S., July 2.

JAPAN PORTS.

Machon, B.F., June 12.
Tenyo Maru, N.Y.K., June 12.
Tilington Court, P. & O., June 13.
Lahn, Melchers, June 14.
Shidzuoka Maru, N.Y.K., June 17.
Alipore, P. & O., June 18.
Andre Lebon, M.M., June 18.
Kumsang, Jardine's, June 18.
Pres. Cleveland, Dollar, June 18.
Bellerophon, B.F., June 19.
Aki Maru, N.Y.K., June 20.
Danmark, Manners, June 20.
Yuenyang, Jardine's, June 20.
Gleniffer, Jardine's, June 20.
Protillaus, B.F., June 20.
Timavo, Dodwell's, June 20.
Achilles, B.F., June 21.
Khiva, P. & O., June 21.
Fushimi Maru, N.Y.K., June 24.
Pres. Madison, Dollar, June 25.
Rhineland, J.C.S., June 25.
Emp. of Russia, C.P.S., June 26.
Nagara, B.F., June 28.
Hosang, Jardine's, June 29.
Tilawa, B.I., June 29.
Yokohama Maru, N.Y.K., July 1.
Derfflinger, Melchers, July 2.
Pres. Pierce, Dollar, July 2.
Sirdhama, P. & O., July 3.
Adrastus, B.F., July 3.
Khyber, P. & O., July 3.
Phimima, B.F., July 3.
Anyo Maru, N.Y.K., July 9.
Himalaya, Dwell's, July 9.
Pres. Jackson, A.M.L., July 9.
Aldington Court, Jar., July 10.
Emp. of Asia, C.P.S., July 10.
Kutsang, Jardine's, July 10.
Shinyo Maru, N.Y.K., July 10.
Tallyhuss, B.F., July 11.
Tirpitz, J.C.S., July 11.
Isar, Melchers, July 13.
Philottetes, B.F., July 12.

KANTO PORTS.

Takaoka Maru, N.Y.K., June 19.
Eclipse, States S.S., July 7.
Anyo Maru, N.Y.K., July 9.

PENANG.

Talpa, B.I., June 14.
Atsuta Maru, N.Y.K., June 15.
Jeyapore, P. & O., June 15.
Morioka Maru, N.Y.K., June 15.
Pres. Adams, Dollar, June 18.
Yuenyang, Jardine's, June 17.
Van Heutz, J.C.J.L., June 20.
Rajputana, P. & O., June 22.
Gurna, B.I., June 25.
Tattori Maru, N.Y.K., June 27.
Kashima Maru, N.Y.K., June 29.
Perim, P. & O., June 29.
Pres. Harrison, Dollar, June 30.
Sanchia, B.I., July 4.
Kashgar, P. & O., July 6.
Mirzapore, P. & O., July 9.

PLYMOUTH.

Rajputana, P. & O., June 22.

PORTLAND.

Iowa, S.S.S., June 20.
Kentucky, S.S.S., June 29.

RABAU.

Calulu, Dodwell's, June 22.
Bremerhaven, Melchers, July 17.

RANGOON.

Morioka Maru, N.Y.K., June 15.

SAIGON.

Angers, M.M., June 18.
General Metzinger, M.M., July 2.

SANDAKAN.

Mausang, Jardine's, June 16.
Calulu, Dodwell's, June 22.
Hinsang, Jardine's, June 28.
St. Albans, E. & A., July 5.

SAN FRANCISCO.

Tenyo Maru, N.Y.K., June 12.
Pres. Cleveland, Dollar, June 18.
Iowa, S.S.S., June 20.
Kentucky, S.S.S., June 29.
Pres. Pierce, Dollar, July 2.
Golden Sun, States S.S., July 8.
Shinyo Maru, N.Y.K., July 10.

SCANDINAVIAN PORTS.

Delhi, Gilman's, June 14.
Canton, Gilman's, June 26.
Malaya, Manners, June 27.
Siam, Manners, June 30.

SEATTLE.

Shidzuoka Maru, N.Y.K., June 17.
Protillaus, B.F., June 20.
Pres. Madison, Dollar, June 25.
Yokohama Maru, N.Y.K., July 1.
Pres. Jackson, A.M.L., July 9.
Tallyhuss, B.F., July 11.

SHANGHAI.

Fooshing, Jardine's, June 12.
Machon, B.F., June 12.
Tenyo Maru, N.Y.K., June 12.
Chapan, B. & S., June 13.
Kueichow, B. & S., June 13.
Tilington Court, P. & O., June 13.

MANILA.

Sauerland, J.C.J.L., June 14.
Tijlboort, J.C.J.L., June 14.
Pres. Adams, Dollar, June 18.
Washington, S.S.S., June 17.
Zosma, J.C.J.L., June 17.
Changie, B. & S., June 18.
Emp. of Russia, C.P.S., June 18.
Pres. Madison, Dollar, June 18.
Tijlboort, J.C.J.L., June 19.
Javanese Prince, Furness, June 20.
Calulu, Dodwell's, June 22.
Pres. Pierce, Dollar, June 22.
Tango Maru, N.Y.K., June 24.
Trier, Melchers, June 29.
Pres. Harrison, Dollar, June 30.
Emp. of Asia, C.P.S., July 2.
Michigan, States S.S., July 2.
Oldenburg, J.C.J.L., July 2.
St. Albans, E. & A., July 5.
Pres. Taft, Dollar, July 6.
Machon, B.F., July 8.
McMaster Castle, Dwell's, July 10.

MARSEILLES.

Dakar Maru, N.Y.K., June 13.
Jeyapore, P. & O., June 15.
Sauerland, J.C.J.L., June 15.
Asuta Maru, N.Y.K., June 15.
Angers, M.M., June 18.
Main, Melchers, June 20.
Canton, Gilman's, June 26.
Rajputana, P. & O., June 22.
Perseus, B.F., June 25.
Kashima Maru, N.Y.K., June 29.
Perim, P. & O., June 29.
Pres. Harrison, Dollar, June 30.
General Metzinger, M.M., July 2.
Kashgar, P. & O., July 6.
Sarpedon, B.F., July 10.

NAPLES.

Pres. Adams, Dollar, June 18.
Pres. Harrison, Dollar, June 30.

NEWCHANG.

Yingchow, B. & S., June 16.
Luchow, B. & S., June 23.

NEW YORK, BOSTON, etc.

City of Mobile, Bank, June 15.
Pres. Adams, Dollar, June 18.
Takaoka Maru, N.Y.K., June 19.
Japanese Prince, Furness, June 20.
Larchbank, Bank, June 21.
British Prince, Furness, July 4.
Machon, B.F., July 8.
McMaster Castle, Dwell's, July 10.

NORTH CHINA.

Lahn, Melchers, June 14.
Danmark, Manners, June 17.
Protillaus, B.F., June 27.
Derfflinger, Melchers, July 2.
Isar, Melchers, July 13.

ORAN.

Main, Melchers, June 20.
Lahn, Melchers, July 17.

OSLO.

Delhi, Gilman's, June 14.
Canton, Gilman's, June 26.

PANAMA.

Takaoka Maru, N.Y.K., June 19.
Eclipse, States S.S., July 7.
Anyo Maru, N.Y.K., July 9.

PENANG.

Talpa, B.I., June 14.
Atsuta Maru, N.Y.K., June 15.
Jeyapore, P. & O., June 15.
Morioka Maru, N.Y.K., June 15.
Pres. Adams, Dollar, June 18.
Yuenyang, Jardine's, June 17.
Van Heutz, J.C.J.L., June 20.
Rajputana, P. & O., June 22.
Gurna, B.I., June 25.
Tattori Maru, N.Y.K., June 27.
Kashima Maru, N.Y.K., June 29.
Perim, P. & O., June 29.
Pres. Harrison, Dollar, June 30.
Sanchia, B.I., July 4.
Kashgar, P. & O., July 6.
Mirzapore, P. & O., July 9.

PLYMOUTH.

Rajputana, P. & O., June 22.

PORTLAND.

Iowa, S.S.S., June 20.
Kentucky, S.S.S., June 29.

RABAU.

Calulu, Dodwell's, June 22.
Bremerhaven, Melchers, July 17.

RANGOON.

Morioka Maru, N.Y.K., June 15.

SAIGON.

Angers, M.M., June 18.
General Metzinger, M.M., July 2.

SANDAKAN.

Mausang, Jardine's, June 16.
Calulu, Dodwell's, June 22.
Hinsang, Jardine's, June 28.
St. Albans, E. & A., July 5.

SAN FRANCISCO.

Tenyo Maru, N.Y.K., June 12.
Pres. Cleveland, Dollar, June 18.
Iowa, S.S.S., June 20.
Kentucky, S.S.S., June 29.
Pres. Pierce, Dollar, July 2.
Golden Sun, States S.S., July 8.
Shinyo Maru, N.Y.K., July 10.

SCANDINAVIAN PORTS.

Delhi, Gilman's, June 14.
Canton, Gilman's, June 26.
Malaya, Manners, June 27.
Siam, Manners, June 30.

SEATTLE.

Shidzuoka Maru, N.Y.K., June 17.
Protillaus, B.F., June 20.
Pres. Madison, Dollar, June 25.
Yokohama Maru, N.Y.K., July 1.
Pres. Jackson, A.M.L., July 9.
Tallyhuss, B.F., July 11.

SHANGHAI.

Fooshing, Jardine's, June 12.
Machon, B.F., June 12.
Tenyo Maru, N.Y.K., June 12.
Chapan, B. & S., June 13.
Kueichow, B. & S., June 13.
Tilington Court, P. & O., June 13.

SHANGHAI—(Continued).

Lahn, Melchers, June 14.
Tijlboort, J.C.J.L., June 14.
Tijlboort, J.C.J.L., June 14.
City of Athens, Bank, June 18.
Hopsang, Jardine's, June 18.
Suiyang, B. & S., June 18.
Yingchow, B. & S., June 18.
Shidzuoka Maru, N.Y.K., June 17.
Kumsang, B. & S., June 18.
Alipore, P. & O., June 18.
Pres. Cleveland, Dollar, June 18.
Sunning, B. & S., June 18.
Bellerophon, B.F., June 19.
Yatsing, Jardine's, June 19.
Aki Maru, N.Y.K., June 20.
Gleniffer, Jardine's, June 20.
Gleniffer, Jardine's, June 20.
Linan, B. & S., June 20.
Timavo, Dodwell's, June 20.
Achilles, B.F., June 21.
Khiva, P. & O., June 21.
Kwongang, Jardine's, June 23.
Szechuan, B. & S., June 23.
Fushimi Maru, N.Y.K., June 24.
Tjikembang, J.C.J.L., June 24.
Pres. Madison, Dollar, June 25.
Rheinland, J.C.S., June 25.
Emp. of Russia, C.P.S., June 26.
Nagara, B.F., June 28.
Tjikini, J.C.J.L., June 29.
Yokohama Maru, N.Y.K., July 1.
Derfflinger, Melchers, July 2.
Pres. Pierce, Dollar, July 2.
Adrastus, B.F., July 3.
Khyber, P. & O., July 3.
Phimima, B.F., July 3.
Himalaya, Dwell's, July 9.
Aldington Court, Jar., July 10.
Emp. of Asia, C.P.S., July 10.
Shinyo Maru, N.Y.K., July 10.
Tirpitz, J.C.S., July 11.
Philottetes, B.F., July 12.
Isar, Melchers, July 13.

SINGAPORE.

Kingyan, B. & S., June 12.
Sauerland, J.C.J.L., June 14.
Takaoka Maru, N.Y.K., June 15.
Jeyapore, P. & O., June 15.
Morioka Maru, N.Y.K., June 15.
Pres. Adams, Dollar, June 18.
Yuenyang, Jardine's, June 17.
Zosma, J.C.J.L., June 17.
Main, Melchers, June 20.
Cyclops, B.F., June 20.
Van Heutz, J.C.J.L., June 20.
Malaya, Manners, June 27.
Rajputana, P. & O., June 22.
Anhui, B. & S., June 23.
Gleniffer, Jardine's, June 24.
Gurna, B.I., June 25.
Perseus, B.F., June 25.
Tattori Maru, N.Y.K., June 27.
Hosang, Jardine's, June 29.
Perim, P. & O., June 29.
Trier, Melchers, June 29.
Siam, Manners, June 30.
Pres. Harrison, Dollar, June 30.
Oldenburg, J.C.J.L., July 2.
Sanchia, B.I., July 4.
Kashgar, P. & O., July 6.
Machon, B.F., July 8.
Kamakura Maru, N.Y.K., July 9.
Mirzapore, P. & O., July 9.
Sarpedon, B.F., July 10.

SOUTH AFRICAN PORTS.

Kamakura Maru, N.Y.K., July 9.

SOUTH AMERICAN PORTS.

Kamakura Maru, N.Y.K., July 9.

SWATOW.

Fooshing, Jardine's, June 12.
Chapan, B. & S., June 13.
Haiching, Douglas, June 14.
Kueichow, B. & S., June 14.
Hellas, Thoreson's, June 16.
Hopsang, Jardine's, June 18.
Kiangchow, B. & S., June 18.
Kwangchow, B. & S., June 18.
Suiyang, B. & S., June 18.
Haining, Douglas, June 18.
Yatsing, Jardine's, June 19.
Linan, B. & S., June 20.
Anhui, B. & S., June 23.
Hellas, Thoreson's, June 23.
Kalgan, B. & S., June 23.
Kwongang, Jardine's, June 23.
Szechuan, B. & S., June 23.
Hirundo, Thoreson's, June 30.
Hiram, Thoreson's, July 7.

TIENTSIN.

Kueichow, B. & S., June 13.
Lahn, Melchers, June 14.
Yusang, Jardine's, June 20.
Hutchow, B. & S., June 23.
Derfflinger, Melchers, July 2.
Isar, Melchers, July 13.

TRIESTE AND VENICE.

Fiume L., Dodwell's, June 23.
Venezia, Dodwell's, July 5.

TSINGTAO.

Fooshing, Jardine's, June 12.
Lahn, Melchers, June 14.
Hopsang, Jardine's, June 18.
Suiyang, B. & S., June 18.
Sunning, B. & S., June 18.
Yatsing, Jardine's, June 19.
Kwongang, Jardine's, June 23.
Szechuan, B. & S., June 23.
Derfflinger, Melchers, July 2.
Isar, Melchers, July 13.

VANCOUVER, B.C.

Protillaus, B.F., June 20.
Emp. of Russia, C.P.S., June 26.
Emp. of Asia, C.P.S., July 10.
Tallyhuss, B.F., July 11.

VICTORIA, B.C.

Pres. Lincoln, Dollar, June 11.
Shidzuoka Maru, N.Y.K., June 17.
Protillaus, B.F., June 20.
Pres. Madison, Dollar, June 25.
Emp. of Russia, C.P.S., June 26.
Pres. Jackson, A.M.L., July 9.
Tallyhuss, B.F., July 11.

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

11. The following table shows the number of people who have been convicted of a crime in the United States since 1970, by race and sex. The data are from the U.S. Department of Justice, Bureau of the Census, and the U.S. Department of Education, Office of Education Statistics.

CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC
TO VICTORIA AND VANCOUVER

17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver

11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver

	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPEROR OF RUSSIA	June 26	July 2	July 4	July 13	July 13
EMPEROR OF ASIA	July 10	July 16	July 18	July 27	July 27
EMPEROR OF FRANCE	July 31	Aug. 6	Aug. 8	Aug. 17	Aug. 17
EMPEROR OF RUSSIA	Aug. 21	Aug. 27	Aug. 29	Sept. 7	Sept. 7
EMPEROR OF ASIA	Sept. 10	Sept. 16	Sept. 18	Sept. 27	Sept. 27
EMPEROR OF FRANCE	Sept. 25	Sept. 30	Oct. 1	Oct. 10	Oct. 10
EMPEROR OF RUSSIA	Oct. 9	Oct. 15	Oct. 17	Oct. 26	Oct. 26
EMPEROR OF ASIA	Oct. 20	Oct. 26	Oct. 28	Nov. 6	Nov. 6
EMPEROR OF FRANCE	Nov. 13	Nov. 19	Nov. 21	Nov. 30	Nov. 30
EMPEROR OF RUSSIA	Nov. 27	Dec. 3	Dec. 5	Dec. 14	Dec. 14
EMPEROR OF ASIA	Dec. 18	Dec. 24	Dec. 26	Jan. 4	Jan. 4
EMPEROR OF FRANCE	Jan. 15	Jan. 21	Jan. 23	Feb. 1	Feb. 1
EMPEROR OF RUSSIA	Feb. 3	Feb. 9	Feb. 11	Feb. 20	Feb. 20

E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.

Connecting Canadian Pacific Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

HONG KONG-MANILA SERVICE

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
June 18	June 20	EMPEROR OF RUSSIA	June 21
July 2	July 4	EMPEROR OF ASIA	July 5

CANADIAN PACIFIC EXPRESS

TRAVELLERS' CHEQUES

PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

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Freight and Express: Tel. C. 42. Cables: "NAUTILUS"

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES.

2120, 2114, 2110, 2102, 2093, via SAN FRANCISCO.

2095, 2090-10 via JAPAN AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TENYO MARU ... Wednesday, 12th June

SHINYO MARU ... Wednesday, 10th July

SEATTLE, VICTORIA via Shanghai & Japan Ports.

SHIDZUKA MARU ... Monday, 17th June

YOKOHAMA MARU ... Monday, 1st July

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

ATSUTA MARU ... Saturday, 15th June

KASHIMA MARU ... Saturday, 29th June

SYDNEY & MELBOURNE via Manila & Ports.

TAKI MARU ... Wednesday, 26th June

ANGI MARU ... Wednesday, 24th July

BOMBAY via Singapore, Penang & Colombo.

TOTOMI MARU ... Thursday, 27th June

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

ANTO MARU ... Tuesday, 9th July

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

KAMAKURA MARU ... Tuesday, 9th July

NEW YORK, BOSTON, HAVANA via PANAMA.

TAKAOKA MARU ... Wednesday, 19th June

LIVERPOOL via Port Said, Constantinople, Genoa &

Marseilles.

DAKAR MARU ... Thursday, 13th June

DURBAN MARU ... Saturday, 20th July

CAIRO via Singapore, Penang & Bangkok.

MORIOKA MARU ... Saturday, 15th June

SHANGHAI, KOBE & YOKOHAMA.

AKI MARU (Nagasaki direct) ... Thursday, 20th June

FUSEIMI MARU ... Monday, 24th June

Reduced 1st Class Excursion Rates quoted between Manila and Australia.

For further information, apply to—

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KONINKLYKE PAKETVAART
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE MOTOR VESSEL

"VAN HEUTSZ"

Due to sail to SINGAPORE, BELAWAN-DELI and PENANG, on 20th June, at Noon.

Offers excellent Saloon accommodation.
All lower berths. Doctor carried.
English cuisine. Wireless telegraph.
1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)
Service to a destinations in the Netherlands East Indies
and Australia.

Agents—

JAVA-CHINA-JAPAN-LIJN.

Telephone 1574. TONY BUILDING, GRAZER ROAD.

Shipping News Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORT 4,000 TONS; THROUGH CARGO 18,000 TONS.

The general cargo returns shown at the Harbour Office during the 24 hours ended at 9 a.m. yesterday carried by vessels arriving in Hong Kong were as follows:—

	British	H.K.	Through
Chenau	Shanghai	650	350
Changte	Melbourne	440	390
Antung	Amoy	—	1,100
City of Glasgow	—	—	5,000
American	—	—	1,000
Pres. Lincoln	Manila	230	1,010
Dutch	—	—	230
Van Heut	Deli	830	140
Panama	Copenhagen	1,330	6,590
Norwegian	—	—	2,150
Hermud	Haiphong	1,000	1,200
Japanese	—	—	1,000
Bingo Maru	S. America	30	1,730
German	—	—	30
Sun Kong	K. C. Wan	160	—
Portuguese	—	—	180
Wing Lee	K. C. Wan	250	—
Total	—	—	4,940

Arrivals and Departures.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	4	6
Japanese	1	2
Norwegian	1	0
Chinese	3	1
Danish	1	0
Dutch	3	1
French	0	1
German	0	1
Portuguese	1	0
American	1	0
Total	15	12

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ending at 9 a.m. yesterday.

	Arr.	Dep.
Chenau (Br.) Shanghai and Amoy	12	—
Antung (Br.) Amoy and Swatow	982	—
President Lincoln (U.S.A.) Manila	103	—
Van Heut (Dutch) Deli and Singapore	1,292	—
Wing Lee (Portuguese) K. C. Wan	63	—
Total	2,454	—

DAILY WATERFRONT NEWS.

DEPUTY HARBOUR MASTER GOES ON LEAVE.

Commander J. B. Newill, D.S.O., R.N., Deputy Harbour Master, left by the s.s. Aeneas yesterday for home leave.

Passenger Traffic Figures.

The passenger traffic returns for the month of May are published at the Harbour Office as follows:—

	Arr.	Dept.
Ocean Going steamers	13,011	14,901
River steamers	17,858	18,011
Junks and launches	481	922
Total	31,350	33,834

It will be noticed that the departures exceed the arrivals which is welcome news in view of the present drought.

San Nam Hoi Leaves for Canton.

It has been definitely decided to transfer the s.s. San Nam Hoi to the Canton service. She left last night at 10 p.m. under the command of Captain Benstead.

Marine Court Cases.

A sampan woman who had a previous offence on her record was charged with carrying four passengers in excess of the number limited on her license. She was fined \$24 or three weeks' hard labour by Commander G. F. Hole at the Marine Court yesterday morning. The woman was fined \$3 per passenger on a former occasion and the Magistrate now increased the fine to \$6 per person.

A boat master was also fined \$6 or six days' imprisonment for a similar offence. He carried two passengers in excess and was fined \$2 per passenger.

Ships in Harbour.

Basin—H.M.S. Tamar, Sirdar, Somme, Cicala, Bruce, Moorhen, L. 15, L. 19.

North Arm—H.M.S. Sandwich, Bridgewater, Thracian.

Foreign Men-of-War:—French: Alerte, Vigilante. U.S.S.: Guam, Chinese: Kuang Yuan, Chu Tai, Ping Nam.

THE EAST ASIATIC CO., LTD. COPENHAGEN.

The M.S. "MALAYA"

loading on or about

27th June

PORT SAID, HAVRE, ANTWERP, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN AND OTHER SCANDINAVIAN & BALTIC PORTS.

SAILING LIST.

Other Sailings:—	SHANGHAI, ETC.	CONTINENT, ETC.
M.S. "Siam"	—	30th June
M.S. "Panama"	—	17th July
M.S. "Danmark"	17th June	28th July
M.S. "Java"	18th July	28th August
M.S. "Asia"	14th August	24th Sept.
M.S. "Chile"	1st Sept.	12th Oct.

Optional Bills of Lading issued to United Kingdom Ports.

For further particulars, please apply to:—

JOHN MANNERS & CO., LTD.

MILKMAN BANK BUILDING. Agents.

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BANK LINE LTD. AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD. SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

"CITY OF CAMBRIDGE" London, Rotterdam, Amsterdam & Hamburg ... 10th July

NEW YORK, BOSTON & BALTIMORE ... AMERICAN AND MANCHURIAN LINE

"CITY OF MOBILE" ... via Suez Canal ... 15th June

"CITY OF MANDALAY" ... via Suez Canal ... 15th July

"CITY OF BEDFORD" ... via Suez Canal ... 8th August

ALSO AGENTS FOR

ANDREW WEIR & C O.

SERVICES TO

BOSTON, NEW YORK & BALTIMORE ... AMERICAN & ORIENTAL LINE

"LARCHBANK" ... 21st June

MAURITIUS & SOUTH AFRICA ... ORIENTAL AFRICAN LINE

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay, Cape Town.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Fort Mollath, Lourenco Bay, Walvis Bay and Madagascar.

For Freight or Passage on any of the above lines apply to—

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THE BANK LINE, LTD.

P. & O., British India Apear and Eastern & Australian Lines

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MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BULMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL MONTHLY DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"JEYPORE"	5,318	15th June	Marsa, London, A'werp, B'dm, H'by
"RAJPUTANA"	10,508	22nd June	Bombay, Marseilles & L'dn
"PERIM"	7,848	28th June	Marsa, London, A'werp, B'dm, H'by
"KASHGAR"	4,905	6th July	Marseilles, London and Hull
"MIRZAPORE"	4,715	9th July	Straits, Colombo and Bombay
"ALIPORE"	5,373	19th July	Straits, Colombo & Bombay
"KEIYA"	9,135	30th July	Bombay, Marseilles and London
"KEYBER"	9,114	3rd Aug.	Marseilles, London and Hull
"KIDDERPORE"	5,334	15th Aug.	Straits, Colombo & Bombay
"MALWA"	10,980	17th Aug.	Marseilles, London and Hull
"KASHMIR"	5,358	31st Aug.	Bombay, Marseilles and London
"MANTUA"	10,948	14th Sept.	Bombay, Marseilles and London
"MIRZAPORE"	4,715	2nd Oct.	Straits, Colombo & Bombay
"ALIPORE"	5,373	9th Oct.	Straits, Colombo & Bombay
"KARMALA"	9,123	12th Oct.	Marseilles and London
"KIDDERPORE"	5,334	23rd Oct.	Straits, Colombo & Bombay
"KALYAN"	9,144	26th Oct.	Marseilles and London
"MACEDONIA"	11,130	2nd Nov.	Bombay, Marseilles and London
"KASHGAR"	4,905	23rd Nov.	Marseilles and London
"RAWALPINDI"	6,819	7th Dec.	do.
"MALWA"	10,980	21st Dec.	do.

* Cargo only. * Calls Casablanca.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pirene, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"TALMA"	10,000	14th June, 3 p.m.	Singapore, Penang & Calcutta
"GURMA"	5,445	25th June	do.
"SANTIA"	7,754	4th July	do.
"TILAWA"	10,000	24th July	do.
"TALAMBA"	8,018	26th July	do.
"SIRDHANA"	7,745	28th July	do.
"TAKLIWA"	7,938	8th Aug.	do.
"TALMA"	10,000	21st Aug.	do.

* Calls Rangoon. * Cargo only.

R.L.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	6th July	Manila, Sandakan, Thursday
"ARAFURA"	5,000	2nd Aug.	Island, Townsville, Brisbane,
"TAND"	5,500	30th Aug.	Sydney and Melbourne.
"ST. ALBANS"	4,500	4th Oct.	do.
"ARAFURA"	5,000	1st Nov.	do.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, H'kong, Cebu, Colombo, B'gwan, Tawee, Timor, Durban, or other ports en route as indicated.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand & Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"KIDDERPORE"	5,273	18th June	Shanghai, Moji & Kobe.
"KEIWA"	9,135	21st June	"Shai, Moji, Kobe & Yokohama
"TILAWA"	10,000	29th June	Amoy, Moji, Kobe, Yhamad Osaka
"SIRDHANA"	7,745	3rd July	Amoy, Moji, Kobe, Osaka & Yokohama
"KEYBER"	9,114	6th July	"Shai, Moji, Kobe & Yhamad."
"TALAMBA"	8,018	8th July	Amoy, Moji, Kobe & Osaka
"ARAFURA"	6,000	9th July	Moji, Kobe, Osaka & Yokohama
"MALWA"	10,980	19th July	"Shai, Moji, Kobe & Yokohama
"TAKLIWA"	7,938	19th July	Amoy, Moji, Kobe & Osaka
"KIDDERPORE"	5,334	26th July	Shanghai, Moji, Kobe & Osaka
"TALMA"	10,000	30th July	Amoy, "Shai, Moji, Kobe & Osaka
"KASHMIR"	8,885	2nd Aug.	"Shai, Moji, Kobe & Yokohama

